



## CITY OF LODI COUNCIL COMMUNICATION

**AGENDA TITLE:** Conduct a Public Hearing to Consider the Certification of Final Environmental Impact Report and Adoption of the General Plan

**MEETING DATE:** April 7, 2010

**PREPARED BY:** Community Development Director

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**RECOMMENDED ACTION:** Consider the certification of the Final Environmental Impact Report and adoption of the General Plan.

**BACKGROUND INFORMATION:** The City Council certified the Final Environmental Impact Report (FEIR) for the General Plan at the Council meeting on February 17, 2010. The only change in the document was the inclusion of a portion of Alternative B by placing a College Reserve placeholder along the north side of Victor Road, east of the Central California Traction Line. In addition to taking action on the FEIR, the Council received a presentation on the General Plan. The City Council received public comment at the meeting from two individuals. Work that has been completed since the programs inception in May, 2006 includes the following activities:

### Public Participation

- Workshops and meetings with interested public
- Workshops specifically with the Planning Commission and City Council
- Stakeholder interviews and neighborhood meetings
- Presentations to service clubs and community organizations
- Newsletters
- A mail-in survey sent to all residential addresses in the City
- Comments via e-mail, and
- The project website

### Products

- Working Paper #1: Land Use, Transportation, Environment and Infrastructure
- Working Paper #2: Urban Design and Livability
- Working Paper #3: Growth and Economic Development Strategy
- Working Paper #4: Greenbelt Conservation Strategies
- Sketch Plan Report identifying alternative land use scenarios
- Preferred Land Use Plan
- Draft Environmental Impact Report
- Draft General Plan
- Final Environmental Impact Report, and
- Final General Plan

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Approved:   
Blair King, City Manager

Subsequent to the action on February 17, staff has been working with the lead consultants, Dyett & Bhatia to make all of the modifications to the General Plan that are a result of the FEIR, Planning Commission action as well as City Council direction. The document is attached in final form. To assist in reviewing all of the changes that have occurred since the initial release of the Draft General Plan, Exhibit "B" is attached. This is the edits table. We have included the page number, the language added or deleted and the reason for doing so. The majority of changes shown are a result of the environmental review process. Changes in the document were recommended in order to better mitigate potential impacts or to clarify intent.

The final attachment that we propose to be included as Appendix A of the General Plan is the Implementation Matrix. This table identifies all 266 Policies within the Plan, the responsible Department or Agency for implementation and an approximate schedule. This matrix should be considered a flexible document with the potential for responsibilities and schedule to change depending on circumstance.

The draft resolution provides the necessary environmental findings and statements of Overriding Considerations as previously certified by the City Council.

Finally, the City Council will recall that we are continuing to proceed on the Housing Element. This document is currently in draft condition and will be released to the public and scheduled for initial review before the Planning Commission and the State Department of Housing and Community Development within the next 30 days.

**FISCAL IMPACT:** Not Applicable

**FUNDING AVAILABLE:** The General Plan program has been funded from Impact Mitigation Fees. The program is projected to finish under budget.



Jordan Ayers, Deputy City Manager



Konrad Bartlam  
Community Development Director

KB/kjc

Attachments:  
Final General Plan  
Edits Table  
Implementation Matrix  
Draft Resolution



# LODI GENERAL PLAN

[http://www.lodi.gov/community\\_development/general\\_plan/reports.htm](http://www.lodi.gov/community_development/general_plan/reports.htm)

CITY OF LODI | APRIL 2010

## Lodi General Plan

### Changes between August 2009 and March 2010 Public Review Drafts

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The table below documents substantial changes made to the proposed Lodi General Plan since the release of the August 2009 Public Review Draft. These changes are in response to recommendations by the City Council, during its February 17, 2010 meeting; the Planning Commission during its December 9, 2009 meeting; analysis and findings in the Draft Environmental Impact Report; and staff.

Page, figure, table and policy numbers listed are *new* number references, as shown in the March 2010 draft.

Page	Edit	Reason
2-8	Edit Figure 2-1 to add designation for White Slough and a placeholder for a college campus	Staff (White Slough) City Council 2/17/10 (Delta College)
2-13	New text below Public/Quasi Public: <u>Two placeholders are shown for a K-6 school and a potential site for a college campus, on Figure 2-1.</u>	City Council 2/17/10
2-13	Add new paragraph: <b><u>Armstrong Road Agricultural/Cluster Study Area</u></b> <u>This overlay designation is intended to maintain a clear distinction between Lodi and Stockton. In coordination with relevant public agencies and property owners, the City will continue to study this designation area to determine a strategy to meet this objective. Potential strategies are identified in Table 3-1 of Chapter 3: Growth Management and Infrastructure.</u>	Recommendation from comments on Draft EIR
2-24	Edit Policy LU-P3: Do not allow development at less than the minimum density prescribed by each residential land use category, <u>without rebalancing the overall plan to comply with the “no net loss provisions of state housing law.”</u>	City Council 2/17/10
2-26	Edit LU-P27: Provide for a full range of housing types <del>and prices</del> within new neighborhoods including minimum requirements for small-lot single family homes, town-houses, duplexes, triplexes, and multi-family housing.	Planning Commission 12/9/09
3-10, 3-11	Water demand and supply discussion and Table 3-3 updated to reflect additional analysis completed for the Draft EIR.	Staff (during DEIR preparation) and Planning Commission 12/9/09

Page	Edit	Reason
3-29	<p>Edit Policy GM-P2:</p> <p>Target new growth into identified areas, extending south, west, and southeast. Ensure contiguous development by requiring development to conform to phasing described in Figure 3-1. Enforce phasing through permitting and infrastructure provision. Development may not extend to Phase 2 until Phase 1 has reached 75% of development potential (measured in acres), and development may not extend to Phase 3 until Phase 2 has reached 75% of development potential. <u>In order to respond to market changes in the demand for various land use types, exemptions may be made to allow for development in future phases before these thresholds in the previous phase have been reached.</u></p>	Planning Commission 12/9/09 and Staff (during DEIR preparation)
3-30	<p>Add new policy GM-P7:</p> <p><u>Use Eminent Domain only for the acquisition of land for public facilities, as set forth by Ordinance 1775.</u></p>	City Council 2/17/10
3-31	<p>Edit Policy GM-P14:</p> <p>Continue to implement the Water Meter Retrofit Program (consistent with State requirements as indicated in AB 2572), whereby all existing non-metered connections would be retrofitted with a water meter. This program is expected to be completed in <del>2013</del><u>2015</u>.</p>	City Council
3-31	<p>Edit Policy GM-P16:</p> <p>Monitor water usage and conservation rates <del>due to installed meters, to ensure</del> <u>resulting from the meter progress to verify</u> if water demand assumptions are correct. If actual usage and conservation rates vary from planning assumptions, reassess requirements for future water resources.</p>	Staff (during DEIR preparation)
3-31	<p>Add new policy GM-P22:</p> <p><u>Coordinate with Lodi Unified School District in monitoring housing, population, and enrollment trends and evaluating their effects on future school facility needs.</u></p>	Staff (during DEIR preparation)
3-31	<p>Add new policy GM-P23:</p> <p><u>Phase school development as part of new residential growth to provide adequate school facilities, without exceeding capacity of existing schools. Schools should be provided consistent with the Lodi Unified School District's School Facilities Master Plan, which defines student generation rates.</u></p>	Staff (during DEIR preparation)
3-31	<p>Add new policy GM-P24:</p> <p><u>Support all necessary and reasonable efforts by Lodi Unified School District to obtain funding for capital improvements required to meet school facility needs, including adoption and implementation of local financing mechanisms, such as community facility districts, and the assessment of school impact fees.</u></p>	Staff (during DEIR preparation)

Page	Edit	Reason
4-34	<p>Edit Policy CD-P21:</p> <p><del>Prohibit</del> <u>Discourage</u> gated development and <del>avoid</del> cul-de-sacs.<del>-Where gated developments are provided, ensure that connectivity to the rest of the city is not compromised, by creating pedestrian/bicycle and vehicular connections within the development and to public streets.</del></p> <p>Where cul-de-sacs are provided, require pedestrian and bicycle connection at the terminus of the cul-de-sac to <u>the</u> adjacent street.</p>	Planning Commission 12/9/09
4-34	<p>Edit Policy CD-P23:</p> <p>Encourage alternatives to soundwalls and permit new soundwalls only where alternatives are not feasible, such as along Highway 99, <del>and the railroad tracks, Expressways, and Major Arterials.</del> <u>Along Major Arterials that coincide with a Mixed Use Center, such as Kettleman Lane, ensure that soundwalls do not disrupt pedestrian-orientated character.</u></p> <p>While soundwalls can limit sound to development immediately adjacent to traffic, much of the sound is simply reflected to development further away, resulting in increase in ambient noise levels. Moreover, soundwalls are disruptive to neighborhood character and connectivity. Alternative designs could include frontage roads, dense vegetation, and ensuring sufficient insulation in residential units that would potentially be impacted by the noise.</p>	Staff

Page	Edit	Reason
4-39	<p>Edit Policy CD-P4I:</p> <p>Prepare, or incorporate by reference, and implement green building and construction guidelines and/or standards, appropriate to the Lodi context, <u>by 2012. The guidelines and/or standards shall ensure a high level of energy efficiency and reduction of environmental impacts associated with new construction, major renovation, and operations of buildings. Ensure that these guidelines/standards:</u></p> <ul style="list-style-type: none"> <li>• Require documentation demonstrating that building designs meet minimum performance targets, but allow flexibility in the methods used.</li> <li>• Exceed California's 2005 Title 24 regulation standards for building energy efficiency by 15%, <u>with particular emphasis on industrial and commercial buildings.</u></li> <li>• Reduce resource or environmental impacts, using cost-effective and well-proven design and construction strategies.</li> <li>• Reduce waste and energy consumption during demolition and construction.</li> <li>• Identify street standards, such as street tree requirements, appropriate landscaping practices, and acceptable materials.</li> <li>• Incorporate sustainable maintenance standards and procedures.</li> <li>• Promote incorporation of energy conservation and weatherization features in existing structures. <u>Develop programs that specifically target commercial and industrial structures for energy conservation and weatherization measures in order to reduce annual kWh per job.</u></li> </ul> <p>These guidelines could be developed directly from the LEED™ system developed by the U.S. Green Building Council, the California-based Build It Green GreenPoint rating system, or an equivalent green building program.</p>	Staff (during DEIR preparation)
5-7	New Figure 5-I illustrates major roadway improvements	Staff (during DEIR preparation)
5-16	<p>Edit Policy T-P3:</p> <p>Work collaboratively with San Joaquin County, San Joaquin Council of Governments, and Caltrans <u>to maintain consistency with regional and State plans, and to successfully implement transportation improvements in the vicinity of Lodi.</u></p>	Recommendations from comments on Draft EIR
5-17	<p>Add new policy T-P8:</p> <p><u>Participate in discussions with Caltrans and neighboring jurisdictions to develop a fair-share fee program for improvements to regional routes and state highways. This fee should reflect traffic generated by individual municipalities and pass-through traffic.</u></p>	Recommendations from comments on Draft EIR

Page	Edit	Reason
5-17	<p>Edit Policy T-P8:</p> <p><del>Strive to maintain applicable Level of Service (LOS) standards. The Regional Congestion Management Program defines LOS D on its network. The General Plan establishes an LOS D on city streets and at intersections. Exceptions to this LOS D policy may be allowed by the City Council in areas, such as downtown, where allowing a lower LOS would result in clear public benefits, subject to findings that achieving LOS D would:</del> Allow exceptions to LOS standards upon findings by the City Council that achieving the designated LOS would:</p> <ul style="list-style-type: none"> <li>• Be technologically or economically infeasible, or</li> <li>• Compromise the City's ability to support other important policy priorities, such as: <ul style="list-style-type: none"> <li>○ Enhancing the urban design characteristics that contribute to pedestrian comfort and convenience;</li> <li>○ <del>Preserving and enhancing an economically vibrant downtown area;</del></li> <li>○ Avoiding adverse impacts to alternate modes of transportation;</li> <li>○ Preserving the existing character of the community;</li> <li>○ Preserving agricultural land or open space; or</li> <li>○ Preserving scenic roadways/highways.</li> </ul> </li> </ul>	Staff (during DEIR preparation)
5-17	<p>Add new policy T-PI0:</p> <p><u>Exempt downtown from LOS standards to encourage infill development in order to create a pedestrian friendly urban design character and densities necessary to support transit, bicycling, and walking. Development decisions in downtown should be based on community design and livability goals rather than traffic LOS. (Downtown is defined by the Downtown Mixed-Use designation in the Land Use Diagram.)</u></p>	Staff (during DEIR preparation)
5-17	<p>Add new policy T-PI1:</p> <p><u>Strive to comply with the Level of Service standards and other performance measures on Routes of Regional Significance as defined by the County-wide Congestion Management Program.</u></p>	Staff (during DEIR preparation)
5-17	<p>Add new policy T-PI2:</p> <p><u>For purposes of design review and environmental assessment, apply a standard of Level of Service E during peak hour conditions on all streets in the City's jurisdiction. The objective of this performance standard is to acknowledge that some level of traffic congestion during the peak hour is acceptable and indicative of an economically vibrant and active area, and that infrastructure design decisions should be based on the conditions that predominate during most of each day.</u></p>	Staff (during DEIR preparation)



Page	Edit	Reason
5-17	Add new policy T-P13: <u>Undertake street improvements shown in Table 5-4, and maintain, require or acquire right of way, as necessary. Coordinate with other jurisdictions, including San Joaquin County, and Caltrans, on improvements to street segments common to the City of Lodi and other jurisdictions. It should be noted that because the General Plan will be implemented over an extended time frame, street capacity enhancements will be prioritized through the City's Capital Improvements Program process and will occur as development proceeds.</u>	Staff (during DEIR preparation)
6-14	Add new policy P-P21: <u>Seek out new and protected funding sources in order to maintain and expand park inventory.</u>	Staff
7-8 to 7-11	Biological resources and habitat discussion, maps and tables updated to reflect additional analysis completed for the Draft EIR.	Staff
7-33	Edit Policy C-G10: Reduce greenhouse gas emissions to <u>15% below</u> <del>over</del> 2008 levels by 2020, to slow the negative impacts of global climate change.	Staff (during DEIR preparation)
7-33	Edit Policy C-P2: <u>Work with San Joaquin County, relevant land owners, interested parties and groups to ensure economic viability of all agricultural businesses and supporting industries. Work with San Joaquin County and relevant C-P2 land owners to ensure economic viability of grape growing, winemaking, and supporting industries, to ensure the preservation of viable agricultural land use.</u>	Staff

Page	Edit	Reason
7-34	<p data-bbox="298 241 1065 346">Edit Policy C-P7: Adopt an agricultural conservation program (ACP) establishing a mitigation fee to protect and conserve agricultural lands:</p> <ul data-bbox="347 359 1149 1491" style="list-style-type: none"> <li data-bbox="347 359 1149 724">• The ACP shall include the collection of an agricultural mitigation fee for acreage converted from agricultural to urban use, taking into consideration all fees collected for agricultural loss (i.e., ABI 600). The mitigation fee collected shall fund agricultural conservation easements, fee title acquisition, and research, the funding of agricultural education and local marketing programs, other capital improvement projects that clearly benefit agriculture (e.g., groundwater recharge projects) and administrative fees through an appropriate entity (“Administrative Entity”) pursuant to an administrative agreement.</li> <li data-bbox="347 737 1149 1003">• The conservation easements and fee title acquisition of conservation lands shall be used for lands determined to be of statewide significance (Prime or other Important Farmlands), or sensitive and necessary for the preservation of agricultural land, including land that may be part of a community separator as part of a comprehensive program to establish community separators. <u>Agricultural land should be preserved at a minimum ratio of one-to-one for acres converted to urban use.</u></li> <li data-bbox="347 1016 1149 1283">• The ACP shall encourage that conservation easement locations are prioritized as shown in Figure 7-5: (A) the Armstrong Road Agricultural/Cluster Study area east of Lower Sacramento Road; (B) the Armstrong Road Agricultural/Cluster Study area west of Lower Sacramento Road; (C) elsewhere in the Planning Area, one mile east and west of the Urban Reserve boundaries respectively; and (D) outside the Planning Area, elsewhere in San Joaquin County.</li> <li data-bbox="347 1295 1149 1491">• The mitigation fees collected by the City shall be transferred to a farmland trust or other qualifying entity, which will arrange the purchase of conservation easements. The City shall encourage the Trust or other qualifying entity to pursue a variety of funding sources (grants, donations, taxes, or other funds) to fund implementation of the ACP.</li> </ul>	<p data-bbox="1180 241 1430 304">Planning Commission 12/9/09</p>

Page	Edit	Reason
7-38	<p>Edit Policy C-P36:  <u>Prepare and adopt a comprehensive climate action plan (CAP) by 2012, with implementation beginning in 2013. The CAP will be an additional policy document for the City of Lodi, based on polices listed in Appendix A.</u> The CAP should include the following provisions:</p> <ul style="list-style-type: none"> <li>• An inventory of citywide greenhouse gas emissions and emissions projections for 2020 or beyond;</li> <li>• Emissions targets that apply at reasonable intervals through the life of the CAP and that meet or exceed AB 32 and/or Executive Order S-3-05 reduction targets;</li> <li>• Enforceable greenhouse gas emissions control measures;</li> <li>• A detailed funding and implementation component;</li> <li>• A monitoring and reporting program to ensure targets are met; and</li> <li>• Mechanisms to allow for revision of the CAP, as necessary.</li> </ul>	Staff (during DEIR preparation)
7-38	<p>Add new policy C-P39:  <u>Ensure environmentally responsible municipal operations by implementing the following measures:</u></p> <ul style="list-style-type: none"> <li>• <u>Procure environmentally preferable products and services where criteria have been established by governmental or other widely recognized authorities (e.g. Energy Star, EPA Eco Purchasing Guidelines).</u></li> <li>• <u>Integrate environmental factors into the City's buying decisions where external authorities have not established criteria, such as by replacing disposables with reusables or recyclables, taking into account life cycle costs and benefits, and evaluating, as appropriate, the environmental performance of vendors in providing products and services;</u></li> <li>• <u>Raise staff awareness on the environmental issues affecting procurement by providing relevant information and training;</u></li> <li>• <u>Encourage suppliers and contractors to offer environmentally preferable products and services at competitive prices;</u></li> <li>• <u>Require all departments and divisions to practice waste prevention and recycling; and</u></li> <li>• <u>When City fleet vehicles are retired, replace vehicles through the purchase or lease of alternative fuel or hybrid substitutes.</u></li> </ul> <p><u>As contracts for City-contracted fleet services (such as transit buses, trash haulers, and street sweeper trucks) are renewed, encourage contractors to replace their vehicles with alternative fuel or hybrid substitutes through the contract bid process.</u></p>	Staff (during DEIR preparation)

Page	Edit	Reason
7-39	Add new policy C-P42: <u>Continue to offer rebates to residential, commercial, industrial and municipal customers of Lodi Electric Utility who install photovoltaic (PV) systems or that participate in the Lodi Energy Efficient Home Improvement Rebate Program. Ensure that rebate programs are well advertised to the community and offer rebates that are sufficient to gain community interest and participation.</u>	Staff (during DEIR preparation)
8-13	Add new policy S-P4: <u>Cooperate with and encourage reclamation districts to institute a berm maintenance program to reduce berm failures and shall coordinate with appropriate State, federal, and local flood control agencies in planning efforts to ensure the continued protection of local and regional flood control systems.</u>	Staff (during DEIR preparation)
8-13	Add new policy S-P5: <u>Continue to ensure, through the development review process, that future developments do not increase peak storm flows and do not cause flooding of downstream facilities and properties. Additionally, the City shall ensure that storm drainage facilities are constructed to serve new development adequate to storm runoff generated by a 100-year storm.</u>	Staff (during DEIR preparation)
8-13	Edit Policy S-P6: Prohibit new development, except for public uses incidental to open space development, within Zone A (100-year flood zone), <del>as shown on Figure 8-1</del> <u>of the most current FEMA floodplain map (see Figure 8-1 for the most current map).</u>	Staff (during DEIR preparation)
9-10	Add new policy N-P6 and graphic: <u>Where substantial traffic noise increases (to above 70db) are expected, such as on Lower Sacramento Road or Harney Lane, as shown on the accompanying graphic, require a minimum 12-foot setback for noise-sensitive land uses, such as residences, hospitals, schools, libraries, and rest homes.</u>	Staff (during DEIR preparation)
9-11	Add new policy N-P8: <u>Update Noise Ordinance regulations to address allowed days and hours of construction, types of work, construction equipment (including noise and distance thresholds), notification of neighbors, and sound attenuation devices.</u>	Staff (during DEIR preparation)
9-11	Edit Policy N-P10: Restrict the use of sound walls as a noise attenuation method <u>to sites adjacent to State Route (SR) 99, the railroad, and industrial uses east of SR-99.</u>	Staff (during DEIR preparation)
9-11	Add new policy N-P13: <u>Ensure that new equipment and vehicles purchased by the City of Lodi are equipped with the best available noise reduction technology.</u>	Staff (during DEIR preparation)

<i>Page</i>	<i>Edit</i>	<i>Reason</i>
9-11	Add new policy N-P14: <u>Reduce vibration impacts on noise-sensitive land uses (such as residences, hospitals, schools, libraries, and rest homes) adjacent to the railroad, SR-99, expressways, and near noise-generating industrial uses. This may be achieved through site planning, setbacks, and vibration-reduction construction methods such as insulation, soundproofing, staggered studs, double drywall layers, and double walls.</u>	Staff (during DEIR preparation)
App.A	Addition of Implementation Table in Section A.3	

## Implementation Responsibilities

<i>Department/Agency</i>	<i>Code</i>
City of Lodi	
City Council	CC
Planning Commission	PC
City Attorney's Office	CA
City Manager's Office	CM
Community Development Department	CD
Planning Division	PL
Building Division	BL
Neighborhood Services Division	NS
Electric Utility Department	EU
Internal Services Department	IS
Fire Department	FD
Parks and Recreation	PR
Police Department	PD
Public Works Department	PW
Engineering Division	ED
Water/Wastewater Division	WW
Fleet and Facilities Division	FF
Transit Division	TR
Community Center	COM
Regional, State, Federal, and Private	
Lodi Unified School District	LUSD
San Joaquin County	SJC
San Joaquin County Council of Governments	SJCOG
Woodbridge Irrigation District	WID
San Joaquin Regional Transit District	SJRTD
Union Pacific Railroad and Central California Traction Company	UP
Amtrak	AMTRK
Altamont Commuter Express	ACE
California Department of Public Health	CDPH
Central Valley Regional Water Quality Control Board	CVRWQCB
California Department of Transportation	DOT
California Environmental Protection Agency	EPA

## Appendix A-I: Implementation Matrix

			Implementation Schedule			
Policy #	Policy	Responsibility	Ongoing	0-5 Years	6-10 Years	11-20 Years
Chapter 2: Land Use						
LU-P1	Update the City’s Zoning Ordinance and Subdivision Regulations contained in the Municipal Code for consistency with the General Plan, including the General Plan Diagram. Zoning changes that will need to be made include: <ul style="list-style-type: none"><li>• Establishment of new base districts, consistent with the land use classifications in the General Plan, such as for mixed-use centers, corridors and downtown; and</li><li>• New development regulations that reflect policy direction contained throughout the General Plan (e.g. parking standards).</li></ul>	PL, , PC, CC		✓		
LU-P2	Require sites designated for mixed-use development downtown, corridors, and in new neighborhood centers to be developed with a variety of residential and non-residential uses, in accordance with the General Plan designation.	PL, PC	✓			
LU-P3	Do not allow development at less than the minimum density prescribed by each residential land use category, without rebalancing the overall plan to comply with the “no net loss provisions of state housing law.”	PL, PC	✓			
LU-P4	Maintain the highest development intensities downtown, and in mixed-use corridors and centers, with adequate transition to Low-Density Residential neighborhoods.	PL, PC	✓			
LU-P5	Maintain a centralized economic development and land information system to continually monitor land use availability, ensuring sufficient land for appropriate use designations, development intensities and locations.	PL		✓		
LU-P6	Locate new medium- and high-density development adjacent to parks or other open space, in order to maximize residents’ access to recreational uses; or adjacent to mixed-use centers or neighborhood commercial developments, to maximize access to services.	PL, PR	✓			
LU-P7	Encourage new neighborhood commercial facilities and supermarkets in locations that maximize accessibility to all residential areas.	PL	✓			
LU-P8	Permit child-care centers in all districts except Industrial. <ul style="list-style-type: none"><li>• Regulations would also need to be in accordance with criteria for family day care homes established in Chapter 3.4 and Chapter 3.6, Division 2 of the California Health and Safety Code.</li></ul>	PL	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
LU-P9	Focus new business park growth in the southeast portion of the city and new industrial growth along the two railroad lines, as shown in the Land Use Diagram.	PL, PC	✓			
LU-P10	Allow employee-serving amenities and services such as restaurants, cafes, dry cleaners, and other complementary uses in Business Park areas.	PL	✓			
LU-P11	Promote clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency. Work closely with industry contacts to identify specific needs to be addressed through development standards.	PL, CM, PC	✓			
LU-P12	Prioritize economic development activities on potential growth industries that are appropriate for Lodi, including retail and tourism, as well as office/industrial users in need of large parcels.	CM	✓			
LU-P13	Continue to publish a handbook and/or fact sheets of permitting procedures and fees for new and existing businesses.	CD,PW	✓			
LU-P14	Partner with business and community groups to proactively pursue companies and industries and to implement economic development programs.	CM	✓			
LU-P15	Continue efforts to locate a hotel in conjunction with or in proximity to Hutchins Street Square.	PL, CM		✓		
LU-P16	Promote downtown as the center of tourism, business, social, and civic life by directing high intensity office uses, government, and entertainment uses to locate downtown.	PL, PC	✓			
LU-P17	Establish land use regulations and development standards in the Zoning Code to reinforce Downtown's assets and traditional development pattern. These should include: <ul style="list-style-type: none"> <li>• Extending the Downtown Mixed Use classification to parcels along Main Street on the Eastside to improve connectivity, while retaining the respective identities of downtown and the Eastside.</li> <li>• Establishing maximum set-backs or build-to lines for development in areas designated Downtown Mixed Use.</li> <li>• Requiring retail, eating and drinking establishments, or other similar active uses except for sites designated Public at the ground level. Alleyway corners shall be "wrapped" with retail uses as well.</li> </ul>	PL, PC		✓		



Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
LU-P18	Encourage medium- and high-density residential development in downtown by permitting residential uses at upper levels; and east and northwest of downtown, as depicted on the Land Use Diagram, by identifying vacant and underutilized sites that are appropriate for redevelopment.	PL, PC		✓		
LU-P19	Maintain parking regulations for downtown that are lower than elsewhere in the city, reflecting its position as a pedestrian- and transit-friendly center.	PL		✓		
LU-P20	Expand the Downtown Parking District to include the Downtown Mixed Use area in order to consolidate parking areas. Require all development within these boundaries to either meet the established off-street parking requirements or contribute an appropriate share to the Downtown Parking District.	PL, PC, CC		✓		
LU-P21	<p>Allow an appropriate range of single uses or mixed-use development, with use requirements/mixes as follows:</p> <ul style="list-style-type: none"> <li>• Kettleman Lane. Allow any mix of uses as permitted within the Mixed Use Corridor classification. Ensure that residential uses are sited at upper levels or, if at ground level, then not directly facing the highly trafficked Kettleman Lane.</li> <li>• Cherokee Lane. Require that any new development/redevelopment of sites with Mixed Use designation south of Tokay Street to devote at least one-quarter of the built-up area to commercial or business park uses, while allowing the full spectrum of single or mixed-uses permitted within the designation.</li> <li>• Lodi and Central avenues. Require any development or redevelopment of sites to have active uses, retail, restaurants, cafes, and personal service establishments fronting the streets at the ground level. A range of compatible uses, such as residential or office, may be located at upper levels and in portions not fronting the streets.</li> </ul>	PL, PC	✓			
LU-P22	Promote infill development that maintains the scale and character of established neighborhoods.	PC, PL	✓			
LU-P23	Establish bulk and Floor Area Ratio standards for older residential neighborhoods surrounding Downtown to preserve their character.	PL		✓		
LU-P24	Guide new residential development into compact neighborhoods with a defined Mixed-Use Center, including public open space, a school or other community facilities, and neighborhood commercial development.	PL, PC	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
LU-P25	Require a centrally located Mixed-Use Center within each new residential neighborhood: one west of Lower Sacramento Road and two south of Harney Lane, as shown on the Land Use Diagram. Centers should serve as a focal point for the surrounding neighborhood, be pedestrian-oriented and encourage a mix of uses to serve local needs.	PL, PC	✓			
LU-P26	Require a master or specific plan in areas with a Mixed-Use Center and adjacent complementary uses, as a condition of subdivision approval. Uses should include neighborhood commercial, civic and institutional uses, parks, plazas, and open space consistent with Land Use Diagram (unless any of these uses are found infeasible and/or alternative locations are available to carry out mixed-use policies). Streets should adhere to the pattern depicted on the Land Use Diagram.	PL, PC	✓			
LU-P27	Provide for a full range of housing types within new neighborhoods, including minimum requirements for small-lot single family homes, townhouses, duplexes, triplexes, and multi-family housing.	PL	✓			
Chapter 3: Growth Management and Infrastructure						
GM-P1	Define Lodi's southern boundary and establish limits on development to the south through the establishment the Armstrong Road Agricultural/Cluster Study Area. Cooperate with San Joaquin County, the San Joaquin County Local Agency Formation Commission and property owners to ensure maintenance of this area as a separator from the City of Stockton.	PC, CC,, SJC			✓	
GM-P2	Target new growth into identified areas, extending south, west, and southeast. Ensure contiguous development by requiring development to conform to phasing described in Figure 3-1. Enforce phasing through permitting and infrastructure provision. Development may not extend to Phase 2 until Phase 1 has reached 75% of development potential (measured in acres) and development may not extend to Phase 3 until Phase 2 has reached 75% of development potential. In order to respond to market changes in the demand for various land use types, exemptions may be made to allow for development in future phases before these thresholds in the previous phase have been reached.	PL, PC	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
GM-P3	Use the Growth Management Allocation Ordinance as a mechanism to even out the pace, diversity, and direction of growth. Update the Growth Management Allocation Ordinance to reflect phasing and desired housing mix. Because unused allocations carry over, as of 2007, 3,268 additional permits were available. Therefore, the Growth Management Allocation Ordinance will not restrict growth, but simply even out any market extremes.	PL, PC, CC	✓			
GM-P4	Update allocation of units by density to ensure that development density occurs as recommended in Chapter 2: Land Use. For instance, approved permits should be allocated to provide 44% of permits for low density, 28% medium density, and 27% high density/ mixed use housing during Phase I. This represents a shift towards slightly more medium and high density housing in Lodi.	PL, PC		✓		
GM-P5	Update impact fee system to balance the need to sufficiently fund needed facilities and services without penalizing multifamily housing or infill development.	PW, CD, CC		✓		
GM-P6	Annex areas outside the existing sphere of influence to conform with development needs for Phase I, Phase 2, and Phase 3. Subsequent phases shall be annexed as current phases reach development thresholds.	PL, PC, CC				✓
GM-P7	Use Eminent Domain only for the acquisition of land for public facilities, as set forth by Ordinance 1775.	PL, PC, CC	✓			
GM-P8	Ensure that public facilities and infrastructure including water supply, sewer, and stormwater facilities are designed to meet projected capacity requirements to avoid the need for future replacement and upsizing, pursuant to the General Plan and relevant master planning.	ED, WW	✓			
GM-P9	Coordinate extension of sewer service, water service, and stormwater facilities into new growth areas concurrent with development phasing. Decline requests for extension of water and sewer lines beyond the city limit prior to the relevant development phase and approve development plans and water system extension only when a dependable and adequate water supply for the development is assured.	WW, ED, PL	✓			
GM-P10	Develop new facilities and rehabilitate existing facilities as needed to serve existing development and expected development, in accordance with the General Plan and relevant infrastructure master plans.	PW, PL	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
GM-PII	<p>Prepare master plan documents as necessary during the planning period to address the infrastructure needs of existing and projected growth, and to determine appropriate infrastructure provision for each phase. Existing master plan documents should be used until new master plans are developed, and updates should occur as follows:</p> <ul style="list-style-type: none"> <li>• A sanitary sewer system master plan should be undertaken soon after General Plan adoption. In particular, this master plan should address how to best provide sewer service for the growth on the east side of the city and for infill development, and to determine if additional wastewater flows will need to be diverted into the proposed South Wastewater Trunk Line.</li> <li>• A citywide stormwater master plan should be prepared soon after General Plan adoption to confirm or revise existing planning studies.</li> <li>• A White Slough Water Pollution Control Facility master plan should be completed during the early stages of Phase I, most likely in 2013 or 2014.</li> <li>• A recycled water master plan was prepared in May 2008 and is current as of 2009. It may be appropriate to update this document when the next WSWPCF master plan is prepared, in 2013 or 2014, to evaluate the feasibility of constructing a scalping plant to provide recycled water for use within the city.</li> <li>• A potable water supply and distribution master plan is not urgently needed, as of 2009. Future planning should be completed as necessary.</li> <li>• The Urban Water Management Plan should be updated on a five year basis in compliance with State of California mandated requirements. Future plans should be developed in 2010, 2015, 2020, 2025, and 2030.</li> </ul>	WW		✓	✓	✓

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
GM-P12	<p>Require water conservation in both City operations and private development to minimize the need for the development of new water sources and facilities. To the extent practicable, promote water conservation and reduced water demand by:</p> <ul style="list-style-type: none"> <li>• Requiring the installation of non-potable water (recycled or gray water) infrastructure for irrigation of landscaped areas over one acre of new landscape acreage, where feasible. Conditions of approval shall require connection and use of nonpotable water supplies when available at the site.</li> <li>• Encouraging water-conserving landscaping, including the use of drought-tolerant and native plants, xeriscaping, use of evapotranspiration water systems, and other conservation measures.</li> <li>• Encouraging retrofitting of existing development with water-efficient plumbing fixtures, such as ultra low-flow toilets, waterless urinals, low-flow sinks and showerheads, and water-efficient dishwashers and washing machines.</li> </ul>	WW, BL		✓		
GM-P13	<p>Support on-site gray water and rainwater harvesting systems for households and businesses.</p> <p>The City should develop a strategy for the legal, effective, and safe implementation of gray water and rainwater harvesting systems, including amendment of the Building Code as appropriate to permit gray water and provision of technical assistance and educational programming to help residents implement gray water and rainwater harvesting strategies.</p>	WW, BL, CVRWQCB		✓		
GM-P14	Continue to implement the Water Meter Retrofit Program (consistent with State requirements as indicated in AB 2572), whereby all existing non-metered connections would be retrofitted with a water meter. This program is expected to be completed in 2015.	WW, ED		✓		
GM-P15	Require water meters in all new and rehabilitated development.	WW, BL		✓		
GM-P16	Monitor water usage and conservation rates resulting from the meter progress to verify if water demand assumptions are correct. If actual usage and conservation rates vary from planning assumptions, reassess requirements for future water resources.	WW	✓			
GM-P17	Cooperate with Northeastern San Joaquin County Groundwater Banking Authority, other member water agencies, and the Woodbridge Irrigation District to retain surface water rights and groundwater supply.	WW, CM, SJC, WID	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
GM-P18	Explore a program of complete wastewater reclamation and reuse at the White Slough Water Pollution Control Facility.	WW			✓	
GM-P19	Encourage the use of tertiary treated wastewater for irrigation of agricultural lands, large landscaped areas, and recreation/open space areas within close proximity to the White Slough Water Pollution Control Facility.	WW			✓	
GM-P20	Continue to improve waste diversion rates through recycling and resource conservation measures. Support waste reduction and recycling programs through public education.	ED	✓			
GM-P21	Locate additional schools to fill any existing gaps in capacity and meet the needs of existing and new residents. Provide needed facilities concurrent with phased development.	PL, LUSD			✓	✓
GM-P22	Coordinate with Lodi Unified School District in monitoring housing, population, and enrollment trends and evaluating their effects on future school facility needs.	PL, LUSD	✓			
GM-P23	Phase school development as part of new residential growth to provide adequate school facilities, without exceeding capacity of existing schools. Schools should be provided consistent with the Lodi Unified School District's School Facilities Master Plan, which defines student generation rates.	PL, LUSD			✓	✓
GM-P24	Support all necessary and reasonable efforts by Lodi Unified School District to obtain funding for capital improvements required to meet school facility needs, including adoption and implementation of local financing mechanisms, such as community facility districts, and the assessment of school impact fees.	LUSD, CC	✓			
GM-P25	Locate any additional library branches to ensure all neighborhoods are served, in particular in the Eastside neighborhood and in proposed mixed use centers.	PL			✓	✓
GM-P26	Develop a Fire and Police Services Master Plan that would establish thresholds and requirements for fire and police facilities, staffing, and building features. The Fire and Police Services Master Plan should consider the following: <ul style="list-style-type: none"> <li>• Typical nature and type of calls for service;</li> <li>• Fire prevention and mitigation measures, such as sprinklers, fire retardant materials, and alarms;</li> <li>• Appropriate measures for determining adequate levels of service; and</li> <li>• Locations and requirements for additional facilities and staffing.</li> </ul>	FD, PD		✓		

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
GM-P27	Maintain sufficient fire and police personnel and facilities to ensure maintenance of acceptable levels of service. Provide needed facilities concurrent with phased development.	FD, PD	✓			
Chapter 4: Community Design and Livability Policies						
CD-P1	Incentivize infill housing within the Downtown Mixed Use district and along Mixed Use Corridors through the development review, permitting and fee processes.	PL, PC	✓			
CD-P2	Ensure that Zoning and Subdivision ordinances include measures that guide infill development to be compatible with the scale, character and identity of adjacent development.	PL		✓		
CD-P3	Ensure that the Zoning Ordinance includes measures to promote fine-grain development along retail and mixed-use streets, using horizontal and vertical building articulation that engages pedestrians and breaks up building mass.	PL		✓		
CD-P4	Ensure that the Zoning Ordinance includes measures to promote durable and high quality building materials and high standards of construction for longevity and reduced maintenance costs over time, especially for buildings in high-pedestrian activity areas, such as downtown, along Mixed Use Corridors, and in Mixed Use Centers.	PL, BL		✓		
CD-P5	<p>Configure parking areas to balance a vital pedestrian environment with automobile convenience. Parking areas should be:</p> <ul style="list-style-type: none"> <li>• Located in locations less visible from the sidewalk behind buildings and away from the street edge, especially along Mixed Use Corridors and Centers, and principal downtown streets. Where a lot faces two streets, parking lots should be accessible by side road.</li> <li>• Sized and located to take advantage of shared parking opportunities.</li> <li>• Accommodating to pedestrians and bicycle traffic with pedestrian-only pathways through parking areas.</li> <li>• Landscaped to achieve fifty percent (50%) shade coverage at tree maturity. Architectural elements such as trellises and awnings may also contribute to shade coverage.</li> <li>• Buffered from adjacent uses and pedestrians through the use of low walls and hedges.</li> </ul>	PL, ED	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
CD-P6	<p>Update downtown regulations in the Zoning Ordinance:</p> <ul style="list-style-type: none"> <li>• Establish a Downtown District to encompass the area shown as Downtown Mixed Use in the Land Use Diagram (Chapter 2, Figure 2-1).</li> <li>• Require active uses such as retail, eating and drinking establishments at the ground level for the area shown in Figure 4-5.</li> <li>• Update allowable uses to permit residential uses on upper levels on all streets in downtown.</li> </ul>	PL, PC		✓		
CD-P7	Extend downtown streetscape treatment to embrace the entire area where ground-level retail is required, especially streetscape treatment for streets east of the railroad in the Downtown Mixed Use district. The elements should be consistent with the existing downtown streetscape, but should identify the eastern section as a unique area within downtown.	PL, ED			✓	
CD-P8	<p>Require active uses or pedestrian oriented design in alleyways located in the downtown area to establish retail and pedestrian connections, particularly where alleyways connect retail streets (such as between School Street and Sacramento Street) or retail to parking (such as between School Street and Church Street).</p> <p>Other pedestrian oriented design may include pedestrian only walkways, high quality paving, landscaping, lighting, seating, or other similar features.</p>	PL, ED	✓			
CD-P9	Continue to use the Eastside Mobility and Access Plan as a means of connecting downtown and the Eastside neighborhood.	PL, PW	✓			
CD-P10	Incentivize rehabilitation and adaptive reuse of buildings, especially east of the railroad, particularly on Main and Stockton streets in the Downtown Mixed Use district, through development review, permitting and fee processes.	PL, PC	✓			



Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
CD-P11	<p>Establish development standards in the Zoning Ordinance for Mixed Use Corridors that create a pedestrian-scaled environment:</p> <ul style="list-style-type: none"> <li>• Require a minimum percentage of the frontage of sites along Lodi and Central avenues to be devoted to active uses. Ensure that depth and height of the provided space is adequate to accommodate a variety of tenants and provide flexibility for the future.</li> <li>• Maintain a consistent building base/streetwall along majority of site frontage along all Mixed Use Corridors except Kettleman and Cherokee lanes, with minimum height ranging from 15 to 25 feet, depending on the scale and character of the corridor, with taller streetwall along wider corridors.</li> <li>• Along Sacramento Street, and Lodi and Central avenues, require new development to be built to the street edge, with parking located in the rear.</li> <li>• Require buildings to be finely articulated and visually engaging.</li> <li>• For properties located at key intersections in particular the intersections of Lodi Avenue and Central Avenue, Lodi Avenue and School Street, and Lodi Avenue and Sacramento Street require appropriate design features, including: buildings that punctuate the corner with design elements and/or projects that provide additional public or pedestrian amenities (such as the inclusion of plazas).</li> </ul>	PL, PC		✓		
CD-P12	Provide incentives, through the development review, permitting and fee processes, to redevelop underutilized commercial properties located within the Mixed Use Corridors.	PL, PW, PC	✓			
CD-P13	To provide development flexibility, consider incorporating overall development intensity measures (such as floor area ratio) for all non-residential and residential uses, rather than regulating density/intensity separately.	PL		✓		
CD-P14	Minimize pavement widths (curb-to-curb) along Mixed Use Corridors to prioritize pedestrian and bicycle movement, while ensuring adequate street width for traffic flow.	ED	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
CD-P15	<p>Improve or maintain streetscapes, along Mixed Use Corridors. Streetscape improvements could be implemented through a city streetscape program. Amenities may include:</p> <ul style="list-style-type: none"> <li>• Street trees</li> <li>• Wide sidewalks</li> <li>• Special paving</li> <li>• Street lighting</li> <li>• Seating</li> <li>• Info kiosks, particularly in the downtown area</li> <li>• Open bus stop shelters</li> <li>• Bicycle racks</li> </ul>	ED, PL	✓			
CD-P16	Provide continuous street trees along the curb, between the vehicle roadway and the sidewalk, unless this is physically impossible due to constraints such as underground utility lines. Minimize curb cuts to emphasize continuous unbroken curb lengths.	ED	✓			
CD-P17	Develop a wayfinding and signage scheme along the city's major corridors and streets that utilizes public art and street elements, such as banners and light fixtures. The scheme should reinforce the City's identity and linkages to downtown. Include Kettleman Lane, Lodi Avenue, Cherokee Lane, Sacramento Street, Central Avenue, and Stockton Street in the wayfinding scheme.	ED			✓	
CD-P18	Require active uses at the ground floor on Lodi and Central avenues within their Mixed Use Corridor designations, as noted shown in Figures 4-8 and 4-9, respectively.	PL, PC	✓			
CD-P19	Develop requirements for street trees in all new growth areas that maximize shade to minimize urban heat island impacts.	ED		✓		
CD-P20	<p>Require all subdivisions in new growth areas to prepare a street plan demonstrating maximum connection to existing streets, specifically incorporating streets shown in Figure 4-4 and intermediate street connections. Ensure that new development on the west side enables expansion of the street grid for future growth, beyond this General Plan horizon.</p> <p>Existing and emerging development at the City's edges has not been designed to enable future extensions, producing disconnected neighborhoods.</p>	PL, PW	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
CD-P21	Discourage gated development and cul-de-sacs. Where gated developments are provided, ensure that connectivity to the rest of the city is not compromised, by creating pedestrian/bicycle and vehicular connections within the development and to public streets. Where cul-de-sacs are provided, require pedestrian and bicycle connection at the terminus of the cul-de-sac to the adjacent street. Limit maximum block lengths in new neighborhoods to 600 feet, with pedestrian/bicycle connection no more than 400 feet apart (where resulting from connection at end of cul-de-sac), and 400 feet between through streets along Neighborhood Mixed Use Centers.	PL, PC	✓			
CD-P22	Encourage alternatives to soundwalls and permit new soundwalls only where alternatives are not feasible, such as along Highway 99, the railroad tracks, Expressways, and Major Arterials. Along Major Arterials that coincide with a Mixed Use Center, such as Kettleman Lane, ensure that soundwalls do not disrupt pedestrian-orientated character.	PL, PC	✓			
CD-P23	While soundwalls can limit sound to development immediately adjacent to traffic, much of the sound is simply reflected to development further away, resulting in increases in ambient noise levels. Moreover, soundwalls are disruptive to neighborhood character and connectivity. Alternative designs could include frontage roads, dense vegetation, and ensuring sufficient insulation in residential units that would potentially be impacted by the noise.	PL, PC	✓			
CD-P24	Create smooth transitions between neighborhoods and across the railroad with pedestrian paths and/or uniform streetscape design.	PL	✓			
CD-P25	Use bike lanes, trails, or linear parks to improve connectivity throughout the city and in particular between housing located south of Kettleman and amenities located north of Kettleman, as shown in Figure 4-7. These pathways should employ easy and safe crossings and connect to destinations such as downtown, shopping centers, parks, and/or schools.	PL, PWPR	✓			
CD-P26	Increase public art throughout Lodi. Encourage the placement of art in locations that are interactive and accessible to the public. Develop a funding strategy to ensure adequate support of arts and cultural programs.	COM	✓			
CD-P27	Focus new growth, which is not accommodated through infill development of existing neighborhoods, in easily-accessible and pedestrian friendly neighborhoods that include neighborhood-oriented commercial, public services such as schools and parks, and residential uses.	PL, PC			✓	✓

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
CD-P28	Design new development to connect with nearby uses and neighborhoods; include paths to connect to the rest of the city; exhibit architectural variety and visual interest; conform to scale requirements; and relate housing to public streets.	PL, PC			✓	✓
CD-P29	Minimize the visual impact of automobiles in residential areas. Methods include reducing garage frontage, minimizing curb cuts, setting garages and parking areas back from houses, locating garages at rear or along alleyways, and providing narrow roads.	PL	✓			
CD-P30	Require all development at sites designated Mixed Use Center to provide a mix of commercial uses, while allowing residential uses, to create a “node,” typically centered around a plaza, or “a main street,” with a minimum of ten percent (10%) of the land area devoted to non-residential land uses, to create pedestrian vitality in the core area. Allow a range of other supportive commercial uses, such as medical, dental, and real-estate offices, as well as community facilities.	PL, PC			✓	✓
CD-P31	Require each core to have at least one plaza or other satisfactory gathering space along the main street that enables gathering and promotes a sense of neighborhood identity.	PL, PC			✓	✓
CD-P32	<p>Integrate new Mixed Use Centers into the city’s existing fabric and proposed new development. Provide a network of streets and connections that expands circulation opportunities for pedestrians and bicyclists and ensures connections by multiple modes between the new centers, and existing neighborhoods.</p> <p>Update Subdivision ordinance to require:</p> <ul style="list-style-type: none"> <li>• Master plans for new development that show publicly accessible parks, and a connected street grid.</li> <li>• Blocks that do not exceed 600 feet in length unless additional pedestrian connections or public space is included.</li> <li>• Street trees on public streets.</li> <li>• Sidewalks on public streets.</li> </ul>	PL, PC			✓	✓
CD-P33	In order to use less energy and reduce light pollution, ensure that lighting associated with new development or facilities (including street lighting, recreational facilities, and parking) shall be designed to prevent artificial lighting from illuminating adjacent residential neighborhoods and/or natural areas at a level greater than one foot candle above ambient conditions.	PL, EU	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
CD-P34	Require that any office uses in Mixed Use Centers front along the street edge with minimal setbacks; locate parking in the rear or underground; provide plazas and other open space amenities for employees; provide street landscaping; and provide pedestrian connections where appropriate.	PL, PC			✓	✓
CD-P35	Minimize curb cuts to expand pedestrian space and increase the supply of curbside parking. Methods include requiring abutting new developments to share a single access point from the road and allowing only one curb cut per parcel.	PL, ED	✓			
CD-P36	Require new office development to be designed to address not just automobile access, but also potential for transit access, and allowing lunchtime pedestrian access to adjacent uses. Locate new office development along the street edge, with the main entrance facing the street. Parking should not be located between the street and building.	PL, TR, PC	✓			
CD-P37	Include pedestrian paths that provide internal access on all site plans. Pedestrian paths should access the sidewalk, main building entrances, and parking areas.	PL, PC	✓			
CD-P38	Provide landscaped setbacks between all parking areas and buildings, and at the edges of parking areas.	PL, PC	✓			
CD-P39	Promote location and siting of buildings that minimizes energy use by features such as enhancing use of daylight, minimizing summer solar gain, and use of ventilating breezes.	BL, PL	✓			
CD-P40	Design any City-owned buildings or City-owned buildings that are proposed for new construction, major renovation to meet the standards set by LEED™ or equivalent.	PL, FF	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
CD-P4I	<p>Prepare, or incorporate by reference, and implement green building and construction guidelines and/or standards, appropriate to the Lodi context, by 2012. The guidelines and/or standards shall ensure a high level of energy efficiency and reduction of environmental impacts associated with new construction, major renovation, and operations of buildings. Ensure that these guidelines/standards:</p> <ul style="list-style-type: none"> <li>• Require documentation demonstrating that building designs meet minimum performance targets, but allow flexibility in the methods used.</li> <li>• Exceed California's 2005 Title 24 regulation standards for building energy efficiency by 15%, with particular emphasis on industrial and commercial buildings.</li> <li>• Reduce resource or environmental impacts, using cost-effective and well-proven design and construction strategies.</li> <li>• Reduce waste and energy consumption during demolition and construction.</li> <li>• Identify street standards, such as street tree requirements, appropriate landscaping practices, and acceptable materials.</li> <li>• Incorporate sustainable maintenance standards and procedures.</li> <li>• Promote incorporation of energy conservation and weatherization features in existing structures. Develop programs that specifically target commercial and industrial structures for energy conservation and weatherization measures in order to reduce annual kWh per job.</li> </ul> <p>These guidelines could be developed directly from the LEED™ system developed by the U.S. Green Building Council, the California-based Build It Green GreenPoint rating system, or an equivalent green building program.</p>	PL, BL, PC, EU, CC		✓		
Chapter 5: Transportation						
T-PI	<p>Ensure consistency between the timing of new development and the provision of transportation infrastructure needed to serve that development. Regularly monitor traffic volumes on city streets and, prior to issuance of building permits, ensure that there is a funded plan for the developer to provide all necessary transportation improvements at the appropriate phase of development so as to minimize transportation impacts.</p>	PL, PW	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
T-P2	Review new development proposals for consistency with the Transportation Element and the Capital Improvements Program. Ensure that new projects provide needed facilities to serve developments and/or contribute a fair share to the City's transportation impact fee.	PL, PW	✓			
T-P3	Work collaboratively with San Joaquin County, San Joaquin Council of Governments, and Caltrans to maintain consistency with regional and State plans, and to successfully implement transportation improvements in the vicinity of Lodi.	PW, PL, SJC, SJCOG, DOT	✓			
T-P4	Maintain and update a Capital Improvements Program so that identified improvements are appropriately prioritized and constructed in a timely manner.	IS, PL, PW	✓			
T-P5	Update the local transportation impact fee program, consistent with General Plan projections and planned transportation improvements.	PL, PW		✓		
T-P6	Coordinate with the San Joaquin Council of Governments and actively participate in regional transportation planning efforts to ensure that the City's interests are reflected in regional goals and priorities.	PL, PW, SJCOG, DOT	✓			
T-P7	Continue to work with the San Joaquin Council of Governments on regional transportation funding issues, including the update of regional transportation impact fees.	PL, PW, SJCOG				
T-P8	Participate in discussions with Caltrans and neighboring jurisdictions to develop a fair-share fee program for improvements to regional routes and state highways. This fee should reflect traffic generated by individual municipalities and pass-through traffic.	PL, PW, DOT	✓			
T-P9	Allow exceptions to LOS standards upon findings by the City Council that achieving the designated LOS would: <ul style="list-style-type: none"> <li>• Be technologically or economically infeasible, or</li> <li>• Compromise the City's ability to support other important policy priorities, such as:               <ul style="list-style-type: none"> <li>○ Enhancing the urban design characteristics that contribute to pedestrian comfort and convenience;</li> <li>○ Avoiding adverse impacts to alternate modes of transportation;</li> <li>○ Preserving the existing character of the community;</li> <li>○ Preserving agricultural land or open space; or</li> <li>○ Preserving scenic roadways/highways.</li> </ul> </li> </ul>	PL, PW, CC	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
T-P10	Exempt downtown from LOS standards to encourage infill development in order to create a pedestrian friendly urban design character and densities necessary to support transit, bicycling, and walking. Development decisions in downtown should be based on community design and livability goals rather than traffic LOS. (Downtown is defined by the Downtown Mixed-Use designation in the Land Use Diagram.)	PL, PW, PC	✓			
T-P11	Strive to comply with the Level of Service standards and other performance measures on Routes of Regional Significance as defined by the County-wide Congestion Management Program.	PL, PW, PC	✓			
T-P12	For purposes of design review and environmental assessment, apply a standard of Level of Service E during peak hour conditions on all streets in the City's jurisdiction. The objective of this performance standard is to acknowledge that some level of traffic congestion during the peak hour is acceptable and indicative of an economically vibrant and active area, and that infrastructure design decisions should be based on the conditions that predominate during most of each day.	PC	✓			
T-P13	Undertake street improvements shown in Table 5-4 and maintain, require or acquire right of way, as necessary. Coordinate with other jurisdictions, including San Joaquin County, and Caltrans, on improvements to street segments common to the City of Lodi and other jurisdictions. It should be noted that because the General Plan will be implemented over an extended time frame, street capacity enhancements will be prioritized through the City's Capital Improvements Program process and will occur as development proceeds.	PW	✓			
T-P14	Design streets in new developments in configurations that generally match and extend the grid pattern of existing city streets. This is intended to disperse traffic and provide multiple connections to arterial streets. Require dedication, widening, extension, and construction of public streets in accordance with the City's street standards. Major street improvements shall be completed as abutting lands develop or redevelop. In currently developed areas, the City may determine that improvements necessary to meet City standards are either infeasible or undesirable.	PW	✓			
T-P15	Maintain, and update as needed, roadway design standards to manage vehicle speeds and traffic volumes.	PW	✓			
T-P16	Limit street right-of-way dimensions where necessary to maintain desired neighborhood character. Consider allowing narrower street rights-of-way and pavement widths for local streets in new residential subdivisions.	PW	✓			



Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
T-P17	Implement traffic calming measures to slow traffic on local and collector residential streets and prioritize these measures over congestion management. Include roundabouts, corner bulb-outs, traffic circles, and other traffic calming devices among these measures.	ED			✓	
T-P18	Foster walkable streets through streetscape improvements, continuous sidewalks on both sides of streets, and encouraging pedestrian access wherever feasible. Update the Subdivision Ordinance to include requirements for sidewalks, street trees, and lighting. Where sidewalks do not exist within existing developments, and are desired, explore a program to provide sidewalks by reducing the curb-to-curb road width, in cases where safety and traffic flow are not compromised.	PL, PW			✓	
T-P19	To maintain walkability and pedestrian safety, consider roadway width and roadway design features such as islands, pedestrian refuges, pedestrian count-down signals, and other such mechanisms. This policy applies to new roadway construction as well as existing roadways where pedestrian safety issues may occur due to roadway design or width.	PL, PW			✓	
T-P20	In new development areas, include pedestrian connections to public transit systems, commercial centers, schools, employment centers, community centers, parks, senior centers and residences, and high-density residential areas.	PL, TR, PW			✓	✓
T-P21	Work cooperatively with the Lodi Unified School District on a “safe routes to schools” program that aims to provide a network of safe, convenient, and comfortable pedestrian routes from residential areas to schools. Improvements may include expanded sidewalks, shade trees, bus stops, and connections to the extended street, bike, and transit network.	PL, PW, LUSD		✓		
T-P22	Use the City’s Bike Master Plan as a comprehensive method for implementing bicycle circulation, safety, and facilities development. Update the Plan for consistency with Figure 5-3, which defines bike route connections in new development areas.	PL, ED		✓		
T-P23	Coordinate the connection of local bikeways and trails to regional bikeways identified in the San Joaquin County Bicycle Transportation Plan.	PL, ED, SJC		✓		
T-P24	Require the placement of bicycle racks or lockers at park-and-ride facilities.	PL			✓	

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
T-P25	Establish standards requiring new commercial and mixed-use developments (of sizes exceeding certain minimum thresholds) to provide shaded and convenient bicycle racks, as appropriate. When such facilities are required, use specifications provided in Caltrans' Design Manual, Section 1000, or other appropriate standards.	PL, ED			✓	
T-P26	Implement the City's Short Range Transit Plan and the San Joaquin Council of Government's Regional Transit Systems Plan, using the most cost effective methods available and based upon professional analysis.	TR, SJCOG	✓			
T-P27	Review new development proposals for consistency with the Short Range Transit Plan. Ensure new projects provide needed transit facilities to serve developments and provide all needed facilities and/or contribute a fair share for improvements not covered by other funding sources.	PL, TR, PC	✓			
T-P28	Continue to support the efficient operation of the Lodi Station, and to explore opportunities to expand the multi-modal transportation services provided there.	TR, ACE, AMTRK	✓			
T-P29	Encourage continued commuter rail service in Lodi by cooperating with Amtrak and supporting transit-oriented development and improvements around Lodi Station.	TR, ACE, AMTRK	✓			
T-P30	Encourage ridership on public transit systems through marketing and promotional efforts. Provide information to residents and employees on transit services available for both local and regional trips.	TR		✓		
T-P31	Maintain transit performance measures sufficient to meet State requirements.	TR	✓			
T-P32	Coordinate transit services and transfers between the various transit operators serving Lodi.	TR	✓			
T-P33	Require new development to provide transit improvements where appropriate and feasible, including direct pedestrian access to transit stops, bus turnouts and shelters, and local streets with adequate width to accommodate buses.	PC	✓			
T-P34	Continue to actively support and manage the Lodi Grapeline bus service, and to expand public transit services when justified by new demand.	TR	✓			
T-P35	Require community care facilities and senior housing projects with more than 25 units to provide accessible transportation services for the convenience of residents.	NS, PL, PC		✓		
T-P36	Coordinate with the California Public Utilities Commission to implement future railroad crossing improvements.	PL, PW, UP		✓		

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
T-P37	Require a commitment of funding for railroad crossing protection devices from private development requiring new railroad spurs.	PL, PW, UP		✓		
T-P38	Continue the ongoing comprehensive program to improve the condition and safety of existing railroad crossings by upgrading surface conditions and installing signs and signals where warranted.	PL, PW, UP		✓		
T-P39	Review and update parking standards periodically, and require new developments to provide an adequate number of off-street parking spaces in accordance with those parking standards. The parking standards will allow shared parking facilities whenever possible to reduce the number of new parking stalls required. Consideration will also be given to parking reductions for mixed-use projects or projects that have agreed to implement sustainable and enforceable trip reduction methods.	PL, PC	✓			
T-P40	Consider replacement of on-street parking in commercial areas that will be lost to additional turn lanes at intersections, with an equal number of off-street spaces within the same vicinity, where feasible.	PL	✓			
T-P41	Continue to implement existing preferential residential parking programs such as in the Eastside residential neighborhood, in the vicinity of the PCP Cannery, and adjacent to high schools. Consider expanding the preferential residential parking program to other neighborhoods only where parking intrusion from adjacent uses clearly undermines the neighborhood's quality of life after all other options are deemed unsuccessful.	PL, PC	✓			
T-P42	Improve parking opportunities in the downtown area and along Lodi Avenue (between downtown and Cherokee Lane) by examining rear or vacant lots and other underutilized areas for potential off-street parking. In addition, expand the Downtown Parking District to encompass the entire Downtown Mixed Use area shown in the Land Use Diagram (Figure 2-1).	PL, PC		✓	✓	
T-P43	Consider development of local park-and-ride facilities, particularly in conjunction with future rail and bus services, if the demand for such facilities is warranted and economically feasible.	PL, PW, PC	✓			
T-P44	Provide park and ride facilities designed to accommodate public transit, van and car pool users.	PL, TR	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
T-P45	Maintain design standards for industrial streets that incorporate heavier loads associated with truck operations and larger turning radii to facilitate truck movements. Consider requiring developments using commercial vehicles with large turning radii to provide needed intersection improvements along direct routes from development to freeway access points.	ED, BL	✓			
T-P46	Ensure adequate truck access to off-street loading areas in commercial areas.	ED	✓			
T-P47	Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector, and local roadways to mitigate truck traffic impacts in the community.	ED	✓			
T-P48	Promote ridesharing and cooperate with regional travel demand management programs to reduce peak-hour traffic congestion and help reduce regional vehicle miles traveled.	PL, TR	✓			
T-P49	Promote employment opportunities within Lodi to reduce commuting to areas outside of Lodi.	CM	✓			
T-P50	Reduce the total vehicle miles of travel per household by making efficient use of existing transportation facilities and by providing for more direct routes for pedestrians and bicyclists through the implementation of “smart growth” and sustainable planning principles.	PL, TR	✓			
Chapter 6: Parks, Recreation, and Open Space Policies						
P-P1	Acquire and develop additional neighborhood and community parks to serve existing and future needs.	PR, PL	✓			
P-P2	Provide open space to meet recreation and storm drainage needs, at a ratio of eight acres of open space per 1,000 new residents. At least four acres must be constructed for park and recreation uses only. Drainage basins should be constructed as distinct facilities, as opposed to dual-functioning park and drainage basin facilities.	PR, ED	✓			
P-P3	Pursue the development of park and recreation facilities within a quarter-mile walking distance of all residences.	PL, PR	✓			
P-P4	Ensure that parks are visible and accessible from the street, welcoming the surrounding neighborhood and citywide users.	PR, PL	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
P-P5	Update the City's Open Space and Recreation Master Plan, as necessary to: <ul style="list-style-type: none"> <li>• Arrange a distribution of open spaces across all neighborhoods in the city;</li> <li>• Ensure that parks are visible and accessible from the street, to the surrounding neighborhood, and citywide users; and</li> <li>• Provide a variety of open spaces and facilities to serve the needs of the community, ensuring a balance between indoor and outdoor organized sports and other recreation needs, including passive and leisure activities.</li> </ul>	PR, ED		✓		
P-P6	Continue working with the Lodi Unified School District to share use of school and City park and recreation facilities through a mutually beneficial joint use agreement.	CM, PR, LUSD	✓			
P-P7	Work with developers of proposed development projects to provide parks and trails, as well as linkages to existing parks and trails.	PR, PL, PC	✓			
P-P8	Coordinate with the Woodbridge Irrigation District to develop a recreation trail for walking, jogging, and biking along the canal right-of-way, as shown in Figure 6-1.	CM, PR, WID	✓			
P-P9	Support improvements along the Mokelumne River in consultation and cooperation with the County and with creek restoration and design professionals.	CM, PR, SJC	✓			
P-P10	Improve accessibility to the Mokelumne River and Lodi Lake Wilderness Area with walking and biking trails. Site park use and new facilities and trails in Lodi Lake Park such that they will not degrade or destroy riparian or sensitive habitat areas.	PR, PL, SJC			✓	
P-P11	Encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure the maximum number and variety of well-adapted plants are maintained.	PR, PC	✓			
P-P12	Encourage retention of mature trees and woodlands to the maximum extent possible. The City shall regulate the removal of trees that are defined as "heritage trees."	PL, PC	✓			
P-P13	Identify and discourage the removal of significant trees on private and public property by establishing a tree inventory and tree management ordinance. Where removal is required, the City shall require a two-for-one replacement or transplantation.	PL, PC	✓			
P-P14	Review infrastructure needs for existing and new recreational facilities, and where appropriate, identify required improvements in the City's Capital Improvement Program.	PR, PW	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
P-P15	Renovate the Grape Bowl in order to increase use and revenue generation.	PR			✓	
P-P16	Ensure safety of users and security of facilities through lighting, signage, fencing, and landscaping, as appropriate and feasible.	PR	✓			
P-P17	Continue to provide parks and recreation services to all residents within the Lodi Unified School District service area north of Eight Mile Road. Expand visitor and non-resident fee-based programs to ensure that non-residents pay their share of park maintenance and improvement costs.	PR, IS	✓			
P-P18	Promote the use of the City's existing and planned Special Use park and recreation facilities for both local resident use and for visitor attractions, such as athletic tournaments.	PR	✓			
P-P19	Require master planned residential communities to dedicate parkland consistent with General Plan standards. In-lieu fees will only be acceptable where an exemption from providing a neighborhood park facility would not adversely affect local residents because an existing park is nearby.	PR, PL, PC		✓		
P-P20	Address park dedication and new development impact fees as part of the Zoning Ordinance and Subdivision Regulations Update, to ensure compliance with the General Plan park and open space standard.	PR, PL, PW		✓		
P-P21	Seek out new and protected funding sources in order to maintain and expand park inventory.	PR	✓			
Chapter 7: Conservation Policies						
C-P1	Work with San Joaquin County and the City of Stockton to maintain land surrounding Lodi in agricultural use. Encourage the continuation of Flag City as a small freeway-oriented commercial node, with no residential uses.	PL, PC, SJC	✓			
C-P2	Work with San Joaquin County, relevant land owners, interested parties and groups to ensure economic viability of all agricultural businesses and supporting industries.	PL, PC, SJC	✓			
C-P3	Support the continuation of agricultural uses on lands designated for urban uses until urban development is imminent.	PL, PC	✓			
C-P4	Encourage San Joaquin County to conserve agricultural soils, preserve agricultural land surrounding the City and promote the continuation of existing agricultural operations, by supporting the county's economic programs.	PC, CM, SJC	✓			

<i>Policy #</i>	<i>Policy</i>	<i>Responsibility</i>	<i>Implementation Schedule</i>			
			<i>Ongoing</i>	<i>0-5 Years</i>	<i>6-10 Years</i>	<i>11-20 Years</i>
C-P5	Ensure that urban development does not constrain agricultural practices or adversely affect the economic viability of adjacent agricultural practices. Use appropriate buffers consistent with the recommendations of the San Joaquin County Department of Agriculture (typically no less than 150 feet) and limit incompatible uses (such as schools and hospitals) near agriculture.	PL, PC, SJC	✓			
C-P6	Require new development to implement measures that minimize soil erosion from wind and water related to construction and urban development. Measures may include: <ul style="list-style-type: none"> <li>• Construction techniques that utilize site preparation, grading, and best management practices that provide erosion control and prevent soil contamination.</li> <li>• Tree rows or other windbreaks shall be used within buffers on the edge of urban development and in other areas as appropriate to reduce soil erosion.</li> </ul>	PL, BL, PC		✓		

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
C-P7	<p>Adopt an agricultural conservation program (ACP) establishing a mitigation fee to protect and conserve agricultural lands:</p> <ul style="list-style-type: none"> <li>The ACP shall include the collection of an agricultural mitigation fee for acreage converted from agricultural to urban use, taking into consideration all fees collected for agricultural loss (i.e., AB1600). The mitigation fee collected shall fund agricultural conservation easements, fee title acquisition, and research, the funding of agricultural education and local marketing programs, other capital improvement projects that clearly benefit agriculture (e.g., groundwater recharge projects) and administrative fees through an appropriate entity ("Administrative Entity") pursuant to an administrative agreement.</li> <li>The conservation easements and fee title acquisition of conservation lands shall be used for lands determined to be of statewide significance (Prime or other Important Farmlands), or sensitive and necessary for the preservation of agricultural land, including land that may be part of a community separator as part of a comprehensive program to establish community separators. Agricultural land should be preserved at a minimum ratio of one-to-one for acres converted to urban use.</li> <li>The ACP shall encourage that conservation easement locations are prioritized as shown in Figure 7-5: <ul style="list-style-type: none"> <li>(A) the Armstrong Road Agricultural/Cluster Study area east of Lower Sacramento Road;</li> <li>(B) the Armstrong Road Agricultural/Cluster Study area west of Lower Sacramento Road;</li> <li>(C) elsewhere in the Planning Area, one mile east and west of the Urban Reserve boundaries respectively; and</li> <li>(D) outside the Planning Area, elsewhere in San Joaquin County.</li> </ul> </li> <li>The mitigation fees collected by the City shall be transferred to a farmland trust or other qualifying entity, which will arrange the purchase of conservation easements. The City shall encourage the Trust or other qualifying entity to pursue a variety of funding sources (grants, donations, taxes, or other funds) to fund implementation of the ACP.</li> </ul>	PC, CC			✓	
C-P8	Maintain the City's Right-to-Farm Ordinance, and update as necessary, to protect agricultural land from nuisance suits brought by surrounding landowners.	PC, CC	✓			



Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
C-P9	Support the protection, preservation, restoration, and enhancement of habitats of State or federally-listed rare, threatened, endangered and/or other sensitive and special status species, and favor enhancement of contiguous areas over small segmented remainder parcels.	PL	✓			
C-P10	Continue to coordinate with the San Joaquin Council of Governments and comply with the terms of the Multi Species Habitat Conservation and Open Space Plan to protect critical habitat areas that support endangered species and other special status species.	PL, SJCOG	✓			
C-P11	Work with other agencies to ensure that the spread of invasive/noxious plant species do not occur in the Planning Area. Support efforts to eradicate invasive and noxious weeds and vegetation on public and private property.	PL, PR, SJC	✓			
C-P12	Protect the river channel, pond and marsh, and riparian vegetation and wildlife communities and habitats in the Mokelumne River and floodplain areas. Prohibit any activity that will disturb bottom sediments containing zinc deposits in Mokelumne River, because such disturbance could cause fish kills. Prohibit activities that could disturb anadromous fish in the Mokelumne River during periods of migration and spawning.	PL, PR, SJC	✓			
C-P13	Support the protection, restoration, expansion, and management of wetland and riparian plant communities along the Mokelumne River for passive recreation, groundwater recharge, and wildlife habitat.	PR, SJC	✓			
C-P14	Explore the purchase of or establishment of a joint agreement for open space preservation and habitat enhancement in the Woodbridge Irrigation District's property located north of the Mokelumne River. Ensure the open space preservation and enhancement of this property, while exploring opportunities for public access.	PR, WID, SJC				✓
C-P15	Site new development to maximize the protection of native tree species and sensitive plants and wildlife habitat. Minimize impacts to protect mature trees, Swainson's hawk, vernal pool tadpole shrimp, and any threatened, endangered or other sensitive species when approving new development. Mitigate any loss.	PL, PC	✓			
C-P16	Work with the California Department of Fish and Game in identifying an area or areas suitable for Swainson's hawk and burrowing owl habitat. Preserve land through a mitigation land bank to mitigate impacts on existing habitat for these species. Establish a mechanism for developer funding for the acquisition and management of lands in the mitigation bank.	PL, PC, SJCOG			✓	

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
C-P17	For future development projects on previously un-surveyed lands, require a project applicant to have a qualified archeologist conduct the following activities: (1) conduct a record search at the Central California Information Center at the California State University, Stanislaus, and other appropriate historical repositories, (2) conduct field surveys where appropriate and required by law, and (3) prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archeological Resource Management Reports).	PL	✓			
C-P18	In the event that archaeological/paleontological resources are discovered during site excavation, the City shall require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist. The City will require that a qualified archaeologist/paleontologist make recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontologist materials. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.	BL, PL, PC	✓			
C-P19	<p>If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:</p> <ul style="list-style-type: none"> <li>• The San Joaquin County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and</li> <li>• If the remains are of Native American origin: (1) the descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or (2) The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission.</li> </ul>	BL, PL, PC, SJC	✓			
C-P20	Encourage the preservation, maintenance, and adaptive reuse of existing historic buildings by developing incentives for owners of historically-significant buildings to improve their properties.	PL, NS, PC	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
C-P21	Require that, prior to the demolition of a historic structure, developers offer the structure for relocation by interested parties.	PL, NS	✓			
C-P22	Require that environmental review consistent with the California Environmental Quality Act be conducted on demolition permit applications for buildings designated as, or potentially eligible for designation as, historic structures.	PL, PC	✓			
C-P23	<p>Conduct a comprehensive survey of historic resources in Lodi, including consideration of potentially eligible historic resources. Update Figure 7-3 upon completion of the survey.</p> <p>Designate a structure as historic if it:</p> <ul style="list-style-type: none"> <li>• Exemplifies or reflects special elements of the city's cultural, architectural, aesthetic, social, economic, political, artistic, and/or engineering heritage;</li> <li>• Is identified with persons, businesses, or events significant to local, State, or National history;</li> <li>• Embodies distinctive characteristics of style, type, period, or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;</li> <li>• Represents the notable work of a builder, designer, engineer, or architect; and/or</li> <li>• Is unique in location or has a singular physical characteristic that represents a familiar visual feature of a neighborhood, community, or the city.</li> </ul> <p>Designate a district as historic if it:</p> <ul style="list-style-type: none"> <li>• Is a geographically definable area possessing a concentration or continuity of sites, buildings, structures, or objects as unified by past events or aesthetically by plan or physical development; or</li> <li>• Identifies relevant key neighborhoods either as historic districts or merit districts. Designate accordingly if 50% of property owners in the proposed district agree to the designation.</li> <li>• An "Historic District" means any area containing a concentration of improvements that has a special character, architectural importance, historical interest, or aesthetic value, which possesses integrity of location, design, setting, materials, workmanship, feeling, and association or which represents one or more architectural periods or styles typical to the history of Lodi.</li> <li>• A "Merit District" recognizes a district's history but does not provide for a</li> </ul>	PL, NS, PC			✓	

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
	regulatory structure at this time. The structures of these districts may not be architecturally significant, but the role that these neighborhoods have played in the city's development, the cultural and economic conditions that resulted in the construction of these neighborhoods and the stories surrounding them make them an important part of the city's history for which they should be acknowledged and celebrated.					
C-P24	Follow preservation standards outlined in the current Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings, for structures listed on the National Register of Historic Places or California Register of Historical Resources.	PL, NS	✓			
C-P25	Coordinate historic preservation efforts with other agencies and organizations, including the Lodi Historical Society, San Joaquin County Historical Society and other historical organizations.	PL, NS, SJC	✓			
C-P26	Monitor water quality regularly to ensure that safe drinking water standards are met and maintained in accordance with State and EPA regulations and take necessary measures to prevent contamination. Comply with the requirements of the Clean Water Act with the intent of minimizing the discharge of pollutants to surface waters.	WW, CDPH	✓			
C-P27	Monitor the water quality of the Mokelumne River and Lodi Lake, in coordination with San Joaquin County, to determine when the coliform bacterial standard for contact recreation and the maximum concentration levels of priority pollutants, established by the California Department of Health Services, are exceeded. Monitor the presence of pollutants and variables that could cause harm to fish, wildlife, and plant species in the Mokelumne River and Lodi Lake. Post signs at areas used by water recreationists warning users of health risks whenever the coliform bacteria standard for contact recreation is exceeded. Require new industrial development to not adversely affect water quality in the Mokelumne River or in the area's groundwater basin. Control use of potential water contaminants through inventorying hazardous materials used in City and industrial operations.	WW	✓			
C-P28	Regularly monitor water quality in municipal wells for evidence of contamination from dibromochloropropane (DBCP), saltwater intrusion, and other toxic substances that could pose a health hazard to the domestic water supply. Close or treat municipal wells that exceed the action level for DBCP.	WW, CDPH	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
C-P29	Minimize storm sewer pollution of the Mokelumne River and other waterways by maintaining an effective street sweeping and cleaning program.	WW	✓			
C-P30	Require, as part of watershed drainage plans, Best Management Practices, to reduce pollutants to the maximum extent practicable.	ED	✓			
C-P31	Require all new development and redevelopment projects to comply with the post-construction Best Management Practices (BMPs) called for in the Stormwater Quality Control Criteria Plan, as outlined in the City's Phase I Stormwater NPDES permit issued by the California Water Quality Control Board, Central Valley Region. Require that owners, developers, and/or successors-in-interest to establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of all post-construction BMPs.	ED, PL, PC	✓			
C-P32	Require, as part of the City's Storm Water NPDES Permit and ordinances, the implementation of a Grading Plan, Erosion Control Plan, and Pollution Prevention Plan during the construction of any new development and redevelopment projects, to the maximum extent feasible.	ED, PL, PC	✓			
C-P33	Require use of stormwater management techniques to improve water quality and reduce impact on municipal water treatment facilities.	ED, PL PC	✓			
C-P34	Protect groundwater resources by working with the county to prevent septic systems in unincorporated portions of the county that are in the General Plan Land Use Diagram, on parcels less than two acres.	WW, SJC	✓			
C-P35	Reduce the use of pesticides, insecticides, herbicides, or other toxic chemical substances by households and farmers by providing education and incentives.	PL, SJC		✓		
C-P36	<p>Prepare and adopt a comprehensive climate action plan (CAP) by 2012, with implementation beginning in 2013. The CAP will be an additional policy document for the City of Lodi, based on polices listed in Appendix A. The CAP should include the following provisions:</p> <ul style="list-style-type: none"> <li>• An inventory of citywide greenhouse gas emissions,</li> <li>• Emissions targets that apply at reasonable intervals through the life of the CAP,</li> <li>• Enforceable greenhouse gas emissions control measures,</li> <li>• A monitoring and reporting program to ensure targets are met, and</li> <li>• Mechanisms to allow for revision of the CAP, as necessary.</li> </ul>	PW, CD, EU, CC		✓		

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
C-P37	Promote incorporation of energy conservation and weatherization features into existing structures. Update the Zoning Ordinance and make local amendments to the California Building Code, as needed, to allow for the implementation of green building, green construction, and energy efficiency measures.	BL, EU		✓		
C-P38	Encourage the development of energy efficient buildings and communities. All new development, including major rehabilitation, renovation, and redevelopment projects, shall incorporate energy conservation and green building practices to the maximum extent feasible and as appropriate to the project proposed. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems. The City may implement this policy by adopting and enforcing a Green Building Ordinance.	BL, EU		✓		
C-P39	<p>Ensure environmentally responsible municipal operations by implementing the following measures:</p> <ul style="list-style-type: none"> <li>• Procure environmentally preferable products and services where criteria have been established by governmental or other widely recognized authorities (e.g. Energy Star, EPA Eco Purchasing Guidelines).</li> <li>• Integrate environmental factors into the City's buying decisions where external authorities have not established criteria, such as by replacing disposables with reusables or recyclables, taking into account life cycle costs and benefits, and evaluating, as appropriate, the environmental performance of vendors in providing products and services;</li> <li>• Raise staff awareness on the environmental issues affecting procurement by providing relevant information and training;</li> <li>• Encourage suppliers and contractors to offer environmentally preferable products and services at competitive prices;</li> <li>• Require all departments and divisions to practice waste prevention and recycling.</li> <li>• When City fleet vehicles are retired, replace vehicles through the purchase or lease of alternative fuel or hybrid substitutes.</li> </ul> <p>As contracts for City-contracted fleet services (such as transit buses, trash haulers, and street sweeper trucks) are renewed, encourage contractors to replace their vehicles with alternative fuel or hybrid substitutes through the contract bid process.</p>	BL, FF, TR, CM		✓		
C-P40	Reduce energy consumption within City government facilities and motor fleets.	FF	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
C-P41	Encourage the use of passive and active solar devices such as solar collectors, solar cells, and solar heating systems into the design of local buildings. Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional, and public buildings.	EU	✓			
C-P42	Continue to offer rebates to residential, commercial, industrial and municipal customers of Lodi Electric Utility who install photovoltaic (PV) systems or that participate in the Lodi Energy Efficient Home Improvement Rebate Program. Ensure that rebate programs are well advertised to the community and offer rebates that are sufficient to gain community interest and participation.	EU	✓			
C-P43	Work with the California Energy Commission and other public and non-profit agencies to promote the use of programs that encourage developers to surpass Title 24 Energy Efficiency standards by utilizing renewable energy systems and more efficient practices that conserve energy, including, but not limited to natural gas, hydrogen or electrical vehicles. Offer incentives such as density bonus, expedited process, fee reduction/waiver to property owners and developers who exceed California Title 24 energy efficiency standards.	BL, PL, EU, PC	✓			
C-P44	Develop, adopt, and implement a heat island mitigation plan to reduce carbon dioxide emissions, smog, and the energy required to cool buildings. This plan should contain requirements and incentives for the use of cool roofs, cool pavements, and strategic shade tree placement, all of which may result in as much as 6-8° F temperature decrease from existing conditions.	CD		✓		
C-P45	Encourage the planting of shade trees along all City streets and residential lots (but, particularly in areas that currently lack street trees) to reduce radiation heating and greenhouse gases. Develop a tree planting informational packet to help future residents understand their options for planting trees.	ED		✓		
C-P46	Promote public education energy conservation programs that strive to reduce the consumption of natural or human-made energy sources.	EU	✓			
C-P47	Post and distribute hard-copy and electronic information on currently available weatherization and energy conservation programs.	EU	✓			
C-P48	Require all construction equipment to be maintained and tuned to meet appropriate EPA and CARB emission requirements and when new emission control devices or operational modifications are found to be effective, such devices or operational modifications are to be required on construction equipment.	BL	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
C-P49	Continue to require mitigation measures as a condition of obtaining permits to minimize dust and air emissions impacts from construction.	PL, PC	✓			
C-P50	Require contractors to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to: <ul style="list-style-type: none"> <li>• Site watering or application of dust suppressants;</li> <li>• Phasing or extension of grading operations;</li> <li>• Covering of stockpiles;</li> <li>• Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour); and</li> <li>• Revegetation of graded areas.</li> </ul>	PL, PC	✓			
C-P51	Cooperate with other local, regional, and State agencies in developing and implementing air quality plans to achieve State and Federal Ambient Air Quality Standards and address cross-jurisdictional and regional transportation and air quality issues.	PL, PC	✓			
C-P52	Use the San Joaquin Valley Air Pollution Control District's (SJVAPCD) Guide for Assessing and Mitigating Air Quality Impacts for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall consult with the SJVAPCD during CEQA review for projects that require air quality impact analysis and ensure that the SJVAPCD is on the distribution list for all CEQA documents.	PL, PC	✓			
C-P53	Support recommendations to reduce air pollutants found in the San Joaquin Valley Air Pollution Control District (SJVAPCD) local attainment plans and use its regulatory authority to mitigate "point" sources of air pollution (e.g., factories, power plants, etc.).	PL, PC	✓			
C-P54	Ensure that air quality impacts identified during the project-level CEQA review process are fairly and consistently mitigated. Require projects to comply with the City's adopted air quality impact assessment and mitigation process, and to provide specific mitigation measures as outlined in policies of Chapter 5: Transportation.	PL, PC	✓			
C-P55	Assess air quality mitigation fees for all new development, with the fees to be used to fund air quality programs.	PL, PC	✓			



Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
C-P56	Require the use of natural gas or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes. Promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes. Follow the guidelines set forth in San Joaquin Valley Air Pollution Control District's Rule 4901.	BL, PL		✓		
C-P57	Review, support, and require implementation (as applicable) of San Joaquin Valley Air Pollution Control District guidance and recommendations (including those identified in the Guide for Assessing and Mitigating Air Quality Impacts) in regards to several key issues including: <ul style="list-style-type: none"> <li>• Environmental Assessment;</li> <li>• Air Quality Mitigation Agreements;</li> <li>• Integrated Planning;</li> <li>• Air Quality Education;</li> <li>• Congestion Management/Transportation Control Measures;</li> <li>• Toxic and Hazardous Pollutant Emissions;</li> <li>• Fugitive Dust and PM10 Emissions; and</li> <li>• Energy Conservation and Alternative Fuels.</li> </ul>	BL, PL	✓			
C-P58	Require new sensitive uses proposed to be located within 500 feet of high volume traffic routes where daily vehicle counts exceed 100,000, to use an HVAC system with filtration to reduce/mitigate infiltration of vehicle emissions as warranted by exposure analysis.	PL	✓			
C-P59	Require industrial development adjacent to residential areas to provide buffers and institute setback intended to ensure land use compatibility in regards to potential Toxic Air Contaminant exposure.	PL	✓			
Chapter 8: Safety Policies						
S-P1	Continue to participate in the National Flood Insurance Program and ensure that local regulations are in full compliance with standards adopted by FEMA.	ED	✓			
S-P2	Cooperate with appropriate local, State, and federal agencies to address local and regional flood issues and dam failure hazards.	ED	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
S-P3	Require adequate natural floodway design to assure flood control in areas where stream channels have been modified and to foster stream enhancement, improved water quality, recreational opportunities, and groundwater recharge.	ED, PR	✓			
S-P4	Cooperate with and encourage reclamation districts to institute a berm maintenance program to reduce berm failures and shall coordinate with appropriate State, federal, and local flood control agencies in planning efforts to ensure the continued protection of local and regional flood control systems.	ED, PL, SJC			✓	
S-P5	Continue to ensure, through the development review process, that future developments do not increase peak storm flows and do not cause flooding of downstream facilities and properties. Additionally, the City shall ensure that storm drainage facilities are constructed to serve new development adequate to storm runoff generated by a 100-year storm.	ED, PC		✓		
S-P6	Prohibit new development, except for public uses incidental to open space development, within Zone A (100-year flood zone) of the most current FEMA floodplain map (see Figure 8-1 for the most current map).	PL, ED, PC	✓			
S-P7	Site critical emergency response facilities such as hospitals, fire stations, police offices, substations, emergency operations centers and other emergency service facilities and utilities to minimize exposure to flooding and other hazards.	PL, FF	✓			
S-P8	Update Zoning Ordinance and development review process as needed to reduce peak-hour stormwater flow and increase groundwater recharge. These may include provisions for: <ul style="list-style-type: none"> <li>Constructing parking areas and parking islands without curbs and gutters, to allow stormwater sheet flow into vegetated areas.</li> <li>Grading that lengthens flow paths and increases runoff travel time to reduce the peak flow rate.</li> <li>Installing cisterns or sub-surface retention facilities to capture rainwater for use in irrigation and non-potable uses.</li> </ul>	ED, PL		✓		

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
S-P9	<p>Update City street design standards to allow for expanded stormwater management techniques. These may include:</p> <ul style="list-style-type: none"> <li>• Canopy trees to absorb rainwater and slow water flow.</li> <li>• Directing runoff into or across vegetated areas to help filter runoff and encourage groundwater recharge.</li> <li>• Disconnecting impervious areas from the storm drain network and maintain natural drainage divides to keep flow paths dispersed.</li> <li>• Providing naturally vegetated areas in close proximity to parking areas, buildings, and other impervious expanses to slow runoff, filter out pollutants, and facilitate infiltration.</li> <li>• Directing stormwater into vegetated areas or into water collection devices.</li> <li>• Using devices such as bioretention cells, vegetated swales, infiltration trenches and dry wells to increase storage volume and facilitate infiltration.</li> <li>• Diverting water away from storm drains using correctional drainage techniques.</li> </ul>	ED		✓		
S-P10	Require that all fuel and chemical storage tanks are appropriately constructed; include spill containment areas to prevent seismic damage, leakage, fire and explosion; and are structurally or spatially separated from sensitive land uses, such as residential neighborhoods, schools, hospitals and places of public assembly.	PL, BL, FD, PC	✓			
S-P11	Ensure compatibility between hazardous material users and surrounding land use through the development review process. Separate hazardous waste facilities from incompatible uses including, but not limited to, schools, daycares, hospitals, public gathering areas, and high-density residential housing through development standards and the review process.	PL,BL, FD, PC	✓			
S-P12	Consider the potential for the production, use, storage, and transport of hazardous materials in approving new development. Provide for reasonable controls on such hazardous materials. Ensure that the proponents of applicable new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies, as necessary, for each identified site as part of the design phase for each project. Require projects to implement federal or State cleanup standards outlined in the studies during construction.	PL, BL, FD, PC	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
S-P13	Regulate the production, use, storage, and transport of hazardous materials to protect the health of Lodi residents. Cooperate with the County and Lodi Fire Department in the identification of hazardous material users, development of an inspection process, and implementation of the City's Hazardous Waste Management and Hazardous Materials Area plans. Require, as appropriate, a hazardous materials inventory for project sites, including an assessment of materials and operations for any development applications, as a component of the development environmental review process or business license review/building permit review.	PL, PC, SJC, FD	✓			
S-P14	Work with waste disposal service provider(s) to educate the public as to the types of household hazardous wastes and the proper methods of disposal and shall continue to provide opportunities for residents to conveniently dispose of household hazardous waste.	FD	✓			
S-P15	Continue to follow the County Comprehensive Airport Land Use Plan for guidelines on land use compatibility near airports, land use restrictions, and to ensure public safety.	PL	✓			
S-P16	Support grade-separated railroad crossings, where feasible, and other appropriate measures adjacent to railroad tracks to ensure the safety of the community.	PL, PW, UP	✓			
S-P17	Continue to mark underground utilities and abide by federal safe-digging practices during construction.	EU, BL, PW	✓			
S-P18	Ensure that all public facilities, such as buildings, water tanks, underground utilities, and berms, are structurally sound and able to withstand seismic activity.	BL, FF, EU	✓			
S-P19	For buildings identified as seismically unsafe, prohibit a change in use to a higher occupancy or more intensive use until an engineering evaluation of the structure has been conducted and structural deficiencies corrected consistent with City building codes.	BL, PC	✓			
S-P20	Require soils reports for new projects and use the information to determine appropriate permitting requirements, if deemed necessary.	BL, PL, PC	✓			

Policy #	Policy	Responsibility	Implementation Schedule			
			Ongoing	0-5 Years	6-10 Years	11-20 Years
S-P21	Require that geotechnical investigations be prepared for all proposed critical structures (such as police stations, fire stations, emergency equipment, storage buildings, water towers, wastewater lift stations, electrical substations, fuel storage facilities, large public assembly buildings, designated emergency shelters, and buildings three or more stories high) before construction or approval of building permits, if deemed necessary. The investigation shall include estimation of the maximum credible earthquake, maximum ground acceleration, duration, and the potential for ground failure because of liquefaction or differential settling.	FF, BL, PL	✓			
S-P22	Require new development to include grading and erosion control plans prepared by a qualified engineer or land surveyor.	ED, PL	✓			
S-P23	Maintain a vegetation management program to ensure clearing of dry brush areas. Conduct management activities in a manner consistent with all applicable environmental regulations.	FD	✓			
S-P24	Coordinate with local, State, and Federal agencies to establish, maintain, and test a coordinated emergency response system that addresses a variety of hazardous and threatening situations. Conduct periodic emergency response exercises to test the effectiveness of City emergency response procedures. Develop and implement public information programs concerning disaster response and emergency preparedness and develop mutual aid agreements and communication links with surrounding communities for assistance during times of emergency.	FD, PD, SJC	✓			
S-P25	Maintain and periodically update the City's Emergency Preparedness Plan, including review of County and State emergency response procedures that must be coordinated with City procedures.	FD, PD	✓			
S-P26	Ensure that major access and evacuation corridors are available and unobstructed in case of major emergency or disaster. Continue to identify appropriate road standards, including minimum road widths and turnouts to provide adequate emergency access and evacuation routes.	ED, FD, PD	✓			
S-P27	Continue to use the San Joaquin County Hazard Mitigation Plan to reduce hazard risk and coordinate with the County on its update and implementation, consistent with the Federal Emergency Management Agency and the Disaster Act of 2000.	FD, PD, SJC	✓			

Chapter 9: Noise Policies						
N-P1	Control and mitigate noise at the source where feasible, as opposed to at the receptor end.	PL, BL	✓			
N-P2	Encourage the control of noise through site design, building design, landscaping, hours of operation, and other techniques for new development deemed to be noise generators.	PL, BL, PC	✓			
N-P3	<p>Use the noise and land use compatibility matrix (Table 9-2) and allowable noise exposure levels (Table 9-3) as review criteria for all new land uses. Incorporate noise attenuation measures for all projects that have noise exposure levels of “conditionally acceptable” and higher. These may include:</p> <ul style="list-style-type: none"> <li>• Façades constructed with substantial weight and insulation;</li> <li>• Sound-rated windows in habitable rooms;</li> <li>• Sound-rated doors in all exterior entries;</li> <li>• Active cancellation;</li> <li>• Acoustic baffling of vents for chimneys, fans and gable ends;</li> <li>• Ventilation system affording comfort under closed-window conditions; and</li> <li>• Double doors and heavy roofs with ceilings of two layers of gypsum board on resilient channels to meet the highest noise level reduction requirements.</li> </ul>	PL, PC	✓			
N-P4	Discourage noise sensitive uses such as residences, hospitals, schools, libraries, and rest homes from locating in areas with noise levels above 65db. Conversely, do not permit new uses likely to produce high levels of noise (above 65db) from locating in or adjacent to areas with existing or planned noise-sensitive uses.	PL, PC	✓			
N-P5	Noise sensitive uses, such as residences, hospitals, schools, libraries, and rest homes, proposed in areas that have noise exposure levels of “conditionally acceptable” and higher must complete an acoustical study, prepared by a professional acoustic engineer. This study should specify the appropriate noise mitigation features to be included in the design and construction of these uses, to achieve interior noise levels consistent with Table 9-3.	PL, PC	✓			
N-P6	Where substantial traffic noise increases (to above 70db) are expected, such as on Lower Sacramento Road or Harney Lane, as shown on the accompanying graphic, require a minimum 12-foot setback for noise-sensitive land uses, such as residences, hospitals, schools, libraries, and rest homes.	PL		✓		

N-P7	<p>Require developers of potentially noise-generating new developments to mitigate the noise impacts on adjacent properties as a condition of permit approval. This should be achieved through appropriate means, such as:</p> <ul style="list-style-type: none"> <li>• Dampening or actively canceling noise sources;</li> <li>• Increasing setbacks for noise sources from adjacent dwellings;</li> <li>• Using soundproofing materials and double-glazed windows;</li> <li>• Screening and controlling noise sources, such as parking and loading facilities, outdoor activities, and mechanical equipment;</li> <li>• Using open space, building orientation and design, landscaping and running water to mask sounds; and</li> <li>• Controlling hours of operation, including deliveries and trash pickup.</li> </ul>	PL, PC	✓			
N-P8	Update Noise Ordinance regulations to address allowed days and hours of construction, types of work, construction equipment (including noise and distance thresholds), notification of neighbors, and sound attenuation devices.	PL			✓	
N-P9	Develop and implement noise reduction measures when undertaking improvements, extensions, or design changes to City streets where feasible and appropriate.	ED	✓			
N-P10	Encourage transit agencies and rail companies to develop and apply noise reduction technologies for their vehicles to reduce the noise and vibration impacts of bus and rail traffic.	FF, TR, AMTRK, UP	✓			
N-P11	Coordinate with the California Public Utilities Commission and other pertinent agencies and stakeholders to determine the feasibility of development a railroad “quiet zone” in downtown, which would prohibit trains from sounding their horns.	CD, PW		✓		
N-P12	Restrict the use of sound walls as a noise attenuation method to sites adjacent to State Route (SR) 99, the railroad, and industrial uses east of SR-99.	PL, ED	✓			
N-P13	Ensure that new equipment and vehicles purchased by the City of Lodi are equipped with the best available noise reduction technology.	FF, TR	✓			
N-P14	Reduce vibration impacts on noise-sensitive land uses (such as residences, hospitals, schools, libraries, and rest homes) adjacent to the railroad, SR-99, expressways, and near noise-generating industrial uses. This may be achieved through site planning, setbacks, and vibration-reduction construction methods such as insulation, soundproofing, staggered studs, double drywall layers, and double walls.	PL, PC	✓			

RESOLUTION NO. 2010-41

A RESOLUTION OF THE LODI CITY COUNCIL CERTIFYING  
THE FINAL ENVIRONMENTAL IMPACT REPORT AND  
GENERAL PLAN; STATE CLEARINGHOUSE NO. 009022075

=====

WHEREAS, California Government Code Section 65300 mandates that cities shall adopt a comprehensive, long-term General Plan for the physical development of the City and of any land outside its boundaries, which in the City's judgment bears a relation to its planning; and

WHEREAS, the City Council initiated the comprehensive update to the City's General Plan on May 17, 2006, pursuant to Resolution No. 2006-94; and

WHEREAS, the Community Development Director made a determination that the update to the City's General Plan may have a potentially significant impact on the environment and ordered the preparation of an Environmental Impact Report (EIR); and

WHEREAS, the Notice of Preparation (NOP) of the Draft EIR (DEIR) was prepared and distributed to reviewing agencies on February 17, 2009; and

WHEREAS, the DEIR on the proposed General Plan (State Clearinghouse No. 2009022075) was released for circulation on November 25, 2009, for the statutorily mandated comment period of no less than 45 days; and

WHEREAS, the Planning Commission of the City of Lodi, after ten (10) days published notice, held a study session and public hearing on December 9, 2009, and took public comments on the DEIR; and

WHEREAS, the City Council of the City of Lodi, after ten (10) days published notice, took public testimony on the DEIR on January 6, 2010; and

WHEREAS, written responses were prepared to all comments, oral and written, regarding the DEIR and received during the public comment period; and

WHEREAS, a Final EIR (FEIR) responding to all public comments, oral and written, regarding the DEIR and received during the public comment period, was prepared and released to the public and commenting agencies on February 6, 2010; and

WHEREAS, on February 17, 2010, the City Council, after ten (10) days published notice, held a public hearing on the FEIR; and

WHEREAS, the City Council, after consideration of public testimony, voted to include a component of Alternative B analyzed within the DEIR by adding a College Reserve placeholder to the General Plan; and

WHEREAS, the City Council independently reviewed, analyzed, and certified the FEIR; and

WHEREAS, the California Environmental Quality Act (CEQA) requires that, in connection with the approval of a project for which an EIR has been prepared which identifies one or more significant effects, the decision-making agency make certain findings regarding those effects; and



WHEREAS, the General Plan Update process has involved extensive public participation and outreach, including stakeholder interviews, a citywide mail-in survey, several citywide newsletters, and numerous public presentations to interested groups and City boards and commissions; and

WHEREAS, a draft General Plan was published on August 26, 2009, for public review and comment; and

WHEREAS, on December 9, 2009, the Planning Commission considered numerous comments received on the draft General Plan, and voted unanimously to forward the draft General Plan, as revised, to the City Council for adoption; and

WHEREAS, a revised draft of the proposed General Plan, including the revisions approved by the Planning Commission, as well as amendments recommended by the FEIR and changes directed by the City Council, was published on April 1, 2010; and

WHEREAS, on April 7, 2010, the City Council, after ten (10) days published notice, held a public hearing on the FEIR and proposed General Plan; and

WHEREAS, the City Council has considered the staff report, all public comments, the FEIR, and the proposed General Plan with the amendment to Policy P-P2 changing four park acres per 1,000 residents to five park acres per 1,000 residents, as set forth in this Resolution.

NOW, THEREFORE, BE IT RESOLVED, DETERMINED, AND ORDERED, as follows:

1. The foregoing recitals are true and correct and incorporated herein by reference.
2. THAT THE CITY COUNCIL hereby finds that full and fair public hearings have been held on the FEIR and the proposed General Plan and the City Council, having considered all comments received thereon, said FEIR is hereby determined to be adequate and complete; and said FEIR and proposed General Plan are hereby incorporated herein by reference.
3. THAT THE CITY COUNCIL hereby determines that the FEIR has been prepared in compliance with CEQA and the state and local environmental guidelines and regulations, that it has independently reviewed and analyzed the information contained therein, including the written comments received during the DEIR review period and the oral comments received at the public hearings, and that the FEIR represents the independent judgment of the City of Lodi as Lead Agency for the project.
4. THAT THE CITY COUNCIL does hereby find and recognize that the FEIR and proposed General Plan contains additions, clarifications, modifications, and other information in its responses to comments on the DEIR and also incorporates text changes to the DEIR based on information obtained by the City since the DEIR was issued. The City Council does hereby further find and determine that such changes and additional information are not significant new information as that term is defined under the provisions of CEQA because such changes and additional information do not indicate that any new significant environmental impacts not already evaluated would result from the proposed General Plan and such changes and additional information do not reflect any substantial increase in the severity of any environmental impact; no feasible mitigation measures considerably different from those previously analyzed in the DEIR have been proposed that would either lessen a significant environmental impact of the project or result in a new, substantial environmental impact; no feasible alternatives considerably different from those analyzed in the DEIR have

been proposed that would lessen the significant environmental impacts of the project; and the DEIR was adequate in its analysis. Accordingly, the City Council hereby finds and determines that recirculation of the Final EIR for further public review and comment is not warranted. (CEQA Guidelines §15088.5).

5. THAT THE CITY COUNCIL does hereby make the findings with respect to the significant effects on the environment resulting from the project, as identified in the FEIR, with the stipulation that (i) all information in these findings is intended as a summary of the full administrative record supporting the FEIR, which full administrative record is available for review through the Director of Community Development located in City Hall, 221 West Pine Street, Lodi, 95241, and (ii) any mitigation measures and/or alternatives that were suggested by the commentators on the DEIR and were not adopted as part of the FEIR are hereby expressly rejected for the reasons stated in the responses to comments set forth in the FEIR and elsewhere in the administrative record. The significant and unavoidable impacts of the proposed General Plan as determined by the City are listed below. In addition, the findings and facts supporting the findings in connection therewith are also listed. The following areas of environmental impacts were discussed in the FEIR:

### ENVIRONMENTAL IMPACTS OF THE GENERAL PLAN:

#### Summary of Impacts and Proposed General Policies that Reduce the impact

#	Impact	Proposed General Policies that Reduce the Impact	Significance	Mitigation
3.1	Land Use and Housing			
3.1-1	The proposed General Plan would not physically divide any established communities and would increase connectivity locally and regionally.	NIA	Beneficial	NIA
3.1-2	The proposed General Plan would conflict with an applicable land use plan, policy, or regulation.	LU-P1, LU-P17, CD-P2, CD-P3, CD-P4, CD-P6, CD-P9, CD-P11, CD-P31, GM-P10	Less than Significant	None required
3.2	Traffic and Circulation			
3.2-1	The proposed General Plan would result in a substantial increase in vehicular traffic that would cause certain facilities to exceed level of service standards established by the governing agency.	T-G1, T-P1, T-P2, T-P3, T-P4, T-PNEW, T-NEW, T-P8, T-NEW, T-P9, T-P10, T-P13, T-P14, T-P15, T-P16, T-P17, T-P18, T-P19, T-P20, T-P22, T-P24, T-P25, T-P27, T-P28, T-P29, T-P43, T-P44, T-P45	Significant and Unavoidable	No feasible mitigation is currently available.
3.2-2	The proposed General Plan may adversely affect emergency access.	T-P1, T-P2, T-P8, T-P9, T-P10	Significant and Unavoidable	No mitigation measures are feasible.
3.2-3	The proposed General Plan may conflict with adopted policies, plans, or programs supporting alternative transportation modes.	T-G1, T-P8, T-P9, T-P10, T-P13, T-P14, T-P15, T-P16, T-P17, T-P18, T-P19, T-P20, T-P22, T-P24, T-P25, T-P27, T-P28, T-P29, T-P43, T-P44, T-P45, T-G2, T-G3, T-G4, T-G5, T-P11, T-P12, T-P21, T-P23, T-P26, T-P30, T-P38, T-P39	Significant and Unavoidable	No feasible mitigation is currently available.

## Summary of Impacts and Proposed General Policies that Reduce the impact

#	Impact	Proposed General Policies that Reduce the Impact	Significance	Mitigation
<b>3.3 Agriculture and Soil Resources</b>				
3.3-1	Build out of the proposed General Plan would convert substantial amounts of Important Farmland to non-agricultural use.	C-G I, C-G2, C-PI, C-P2, C-P3, C-P4, C-P5, C-P6, C-P7, C-P8, GM-G I, GM-P2	Significant and Unavoidable	Not directly mitigable aside from preventing development altogether
3.3-2	Build out of the proposed General Plan would result in potential land use incompatibilities with sites designated for continued agriculture use.	C-PI, C-P2, C-P3, C-P4, C-P5, C-P6, C-P7, C-P8, GM-G I, GM-P2, CD-G I	Less than Significant	None required
<b>3.4 Biological Resources</b>				
3.4-1	Build out of the proposed General Plan could have a substantial adverse effect, either directly or through habitat modifications, on special status and/or common species.	C-P9, C-PI0, C-PI1, C-PI2, C-PI3, C-PI4, C-PI5, C-PI6, C-P32, P-P9, P-PI0, P-PI1, P-PI2	Less than Significant	None required
3.4-2	Build out of the proposed General Plan could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	C-P9, C-PI0, C-PI1, C-PI2, C-PI3, C-PI4, C-PI5, C-PI6, C-P32, P-P9, P-PI0, P-PI1, P-PI2	Less than Significant	None required
3.4-3	Build out of the proposed General Plan could have a substantial adverse effect on "federally protected" wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, etc.).	C-P9, C-PI0, C-PI1, C-PI2, C-PI3, C-PI4, C-PI5, C-PI6, C-P32, P-P9, P-PI0, P-PI1, P-PI2	Less than Significant	None required
3.4-4	Build out of the proposed General Plan could interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites	C-P9, C-PI0, C-PI1, C-PI2, C-PI3, C-PI4, C-PI5, C-PI6, C-P32, P-P9, P-PI0, P-PI1, P-PI2	Less than Significant	None required
<b>3.5 Cultural Resources</b>				
3.5-1	Build out of the proposed General Plan may alter a historic resource.	CD-PI0, C-G6, C-G7, C-P20, C-P21, C-P22, C-P23, C-P24, C-P25	Less than Significant	None required
3.5-2	Build out of the proposed General Plan could disrupt or adversely affect a prehistoric or historic archeological, paleontological, or culturally significant site.	C-G5, C-G6, C-PI7, C-PI8, C-PI9	Less than Significant	None required

## Summary of Impacts and Proposed General Policies that Reduce the Impact

#	Impact	Proposed General Policies that Reduce <i>the</i> Impact	Significance	Mitigation
<b>3.6 Climate Change and Greenhouse Gases</b>				
3.6-1	Implementation of the proposed General Plan would increase total carbon dioxide equivalent emissions in Lodi, compared to existing conditions.	LU-G1, LU-G2, LU-G3, LU-G1, LU-G4, LU-P2, LU-P3, LU-P6, LU-P18, LU-P25, LU-P26, LU-P27, GM-G1, GM-G2, GM-G3, GM-P1, GM-P2, GM-P3, GM-P4, GM-P6, CD-G1, CD-P1, CD-Gd, CD-G-5, CD-P31, CD-P21, CD-P24, T-G2, T-G4, T-P13, T-P14, T-P15, T-P16, T-P17, T-P18, T-P19, T-P23, T-P25, T-P28, T-P29, GM-P11, GM-P13, GM-P14, GM-P15, CD-G8, CD-G9, CD-P38, CD-P39, CD-P40, CD-P32, C-P39, C-PNEW, C-PNEW, C-P37, C-P38, C-P40, C-P42, GM-P19, CD-P15, CD-P16, CD-P19, C-P43, C-P44, C-P45, C-P41, C-G9, C-G10, C-P36, T-G8, T-P43, T-P44, T-P45, GM-P17, GM-P18	Overall Significant Cumulative Impact, Project Contribution Cumulatively Considerable	No feasible mitigation measures are currently available
3.6-2	Build out of the proposed General Plan could result in a substantial increase in per capita energy consumption in the city which would suggest more wasteful, inefficient, or unnecessary consumption of energy.	LU-G1, LU-G2, LU-G3, LU-G1, LU-G4, LU-P2, LU-P3, LU-P6, LU-P18, LU-P25, LU-P26, LU-P27, GM-G1, GM-G2, GM-G3, GM-P1, GM-P2, GM-P3, GM-P4, GM-P6, CD-G1, CD-P1, CD-G-4, CD-G-5, CD-P31, CD-P21, CD-P24, T-G2, T-G4, T-P13, T-P14, T-P15, T-P16, T-P17, T-P18, T-P19, T-P23, T-P25, T-P28, T-P29, GM-P11, GM-P13, GM-P14, GM-P15, CD-G8, CD-G9, CD-P38, CD-P39, CD-P40, CD-P32, C-P39, C-PNEW, C-PNEW, C-P37, C-P38, C-P40, C-P42, GM-P19, CD-P15, CD-P16, CD-P19, C-P43, C-P44, C-P45, C-P41, C-G9, C-G10, C-P36, T-G8, T-P43, T-P44, T-P45, GM-P17, GM-P18	Less than Significant	None required
<b>3.7 Hydrology and Water Quality</b>				
3.7-1	Build out of the proposed General Plan could alter existing drainage patterns of the area in a manner which would result in substantial erosion or siltation on- or offsite or increase sediment loads thereby affecting water quality, but this impact would be mitigated by existing State and local regulations and proposed General Plan policies.	C-P-26, C-P-27, C-P-28, C-P-29, C-P-30, C-P-31, C-P-32, C-P-33, C-P-34, <del>C-P-35</del>	Less than Significant	None required

## Summary of Impacts and Proposed General Policies that Reduce the Impact

#	Impact	Proposed General Policies that Reduce the Impact	Significance	Mitigation
3.7-2	Implementation of the proposed General Plan would may result in increased nonpoint source pollution entering storm water runoff and entering the regional storm drain system or surrounding water resources (from either construction or long-term development), but this impact would be mitigated by existing State and local regulations and proposed General Plan policies.	C-P-26, C-P-27, C-P-28, C-P-29, C-P-30, C-P-31, C-P-32, C-P-33, C-P-34, C-P-35	Less than Significant	None required
<b>3.8 Air Quality</b>				
3.8-1	Implementation of the proposed General Plan could result in a cumulatively considerable net increase of criteria pollutants which may conflict with or violate an applicable air quality plan, air quality standard or contribute substantially to an existing or projected air quality violation.	C-P46, C-P47, C-P48, C-P49, C-P50, C-P51, C-P52, C-P53, C-P54, C-P55, C-P56, C-P57, T-G4, T-G5, T-P14, T-P15, T-P16, T-P17, T-P18, T-P19, T-P20, T-P21, T-P22, T-P23, T-P24, T-P25, T-P26, T-P27, T-P28, T-P29, T-P38, T-P39, T-P43, T-P44, T-P45	Significant and Unavoidable	No feasible mitigation measures are currently available.
3.8-2	Build out of the proposed General Plan could expose sensitive receptors to substantial pollutant concentrations.	C-P46, C-P47, C-P48, C-P49, C-P50, C-P51, C-P52, C-P53, C-P54, C-P55, C-P56, C-P57, T-G4, T-G5, T-P14, T-P15, T-P16, T-P17, T-P18, T-P19, T-P20, T-P21, T-P22, T-P23, T-P24, T-P25, T-P26, T-P27, T-P28, T-P29, T-P38, T-P39, T-P43, T-P44, T-P45	Significant and Unavoidable	No feasible mitigation measures are currently available.
<b>3.9 Flood Hazards</b>				
3.9-1	Build out of the proposed General Plan could expose people or structures to a risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	S-P1, S-P2, S-P4, S-P5, S-P6, S-P7, S-PNEW, S-PNEW	Less than Significant	None required
<b>3.10 Seismic and Geologic Hazards</b>				
3.10-1	Implementation of the proposed General Plan has low to moderate potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death resulting from rupture of a known earthquake fault, ground shaking, landslides or liquefaction, though these risks are minimized through compliance with State regulations and proposed General Plan policies.	S-P16, S-P17, S-P18, S-P19, S-P20	Less than Significant	None required

## Summary of impacts and Proposed General Policies that Reduce the Impact

#	Impact	Proposed General Policies that Reduce the Impact	Significance	Mitigation
3.10-2	Implementation of the proposed General Plan has moderate potential to result in substantial soil erosion or unstable soil conditions from excavation, grading or fill, though impacts would be mitigated with proposed General Plan policies.	S-P16, S-P17, S-P18, S-P19, S-P20	Less than Significant	None required
3.10-3	Implementation of the proposed General Plan has low potential to expose people or structures to potential substantial adverse effects, including the risk of <b>loss</b> , injury, or death resulting from settlement and/or subsidence of the land, or risk of expansive soils, and policies in the proposed General Plan would further mitigate this impact.	S-P16, S-P17, S-P18, S-P19, S-P20	Less than Significant	None required
<b>3.11 Noise</b>				
3.11-1	Implementation of the proposed General Plan could result in a substantial permanent increase in ambient noise levels.	N-P1, N-P2, N-P3, N-P4, N-P5, N-P6, N-P7, N-P8, N-P9, N-P10, N-PNEW	Significant and Unavoidable	No feasible mitigation measures are currently available.
3.11-2	New development in the proposed General Plan would potentially expose existing noise-sensitive uses to construction-related temporary increases in ambient noise.	N-PNEW, N-PNEW	Less than Significant	None required
3.11-3	New development in the proposed General Plan could cause the exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels.	N-P1, N-P2, N-P3, N-P4, N-P5, N-P6, N-P7, N-P8, N-P9, N-P10, N-PNEW, N-PNEW, N-PNEW	Less than Significant	None required
<b>3.12 Hazardous Materials, and Toxics</b>				
3.12-1	Implementation of the proposed General Plan has the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, though existing federal, State, and local regulations and proposed General Plan policies would sufficiently reduce the impact.	S-P8, S-P9, S-P10A, S-P10B, S-P11, S-P12, S-P13, S-P14, S-P15, S-P18, S-P22, S-P23, S-P24, S-P25	Less than Significant	None required
3.12-2	Implementation of the proposed General Plan has the potential to locate land uses on sites which are included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, could create a significant hazard to the public or the environment.	S-P8, S-P9, S-P10A, S-P10B, S-P11, S-P12, S-P13, S-P14, S-P15, S-P18, S-P22, S-P23, S-P24, S-P25	Less than Significant	None required

### Summary of Impacts and Proposed General Policies that Reduce the Impact

#	Impact	Proposed General Policies that Reduce the Impact	Significance	Mitigation
3.12-3	Implementation of the proposed General Plan has the potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	S-P8, S-P9, S-PI0A, S-PI0B, S-PI1, S-PI2, S-PI3, S-PI4, S-PI5, S-PI8, S-P22, S-P23, S-P24, S-P25	Less than Significant	None required
3.12-4	Implementation of the proposed General Plan has the potential to result in the handling of hazardous materials or wastes within one-quarter mile of an existing or proposed school or other sensitive use.	S-P8, S-P9, S-PI0A, S-PI0B, S-PI1, S-PI2, S-PI3, S-PI4, S-PI5, S-PI8, S-P22, S-P23, S-P24, S-P25	Less than Significant	None required
<b>3.13 Infrastructure</b>				
3.13-1	New development under the proposed General Plan would increase the demand for water beyond projections in the Lodi Urban Water Management Plan.	GM-G2, GM-G3, GM-P7, GM-P8, GM-P9, GM-PI0, GM-PI1, GM-PI2, GM-PI3, GM-PI4, GM-PI5, GM-PI6, GM-PI7, GM-PI8	Less than Significant	None required
3.13-2	New development under the proposed General Plan may exceed wastewater treatment capacity of existing infrastructure.	GM-G2, GM-G3, GM-P7, GM-P8, GM-P9, GM-PI0	Less than Significant	None required
3.13-3	New development under the proposed General Plan would cause an increase in waste generation.	GM-PI9, C-PNEW	Less than Significant	None required
<b>3.14 Public Facilities</b>				
3.14-1	New development under the proposed Lodi General Plan will increase the demand for school facilities.	GM-NEW, GM-NEW, GM-NEW, GM-P20	Less than Significant	None required
3.14-2	New development in the proposed General Plan requires police and fire protection services that exceed current staffing and facilities.	GM-G4, GM-P22, GM-P23, S-P22, S-P23, S-P24, S-P25	Less than Significant	None required
<b>3.15 Parks and Recreation</b>				
3.15-1	Future development as a result of the proposed General Plan may result in failure to meet all of the City's park standard goals and increase the use of existing parks and recreation facilities, which would accelerate physical deterioration.	P-G3, P-PI, P-P3, P-P5, P-P7, P-PI9, P-P20	Less than Significant	None required
3.15-2	Implementation of the proposed General Plan would result in increased accessibility of parks and recreation facilities from residential neighborhoods.	P-G3, P-PI, P-P3, P-P5, P-P7, P-PI9, P-P20	Beneficial	N/A

## Summary of Impacts and Proposed General Policies that Reduce the Impact

#	Impact	Proposed General Policies that Reduce the Impact	Significance	Mitigation
<b>3.16</b>	<b>Visual Resources</b>			
3.16-1	Future proposed development in Lodi has the potential to affect scenic vistas within the Planning Area	CD-P20, CD-P22, CD-P23	Less than Significant	None required
3.16-2	New development and redevelopment activities have the potential to change Lodi's visual character, particularly where incompatibilities with existing development in scale and/or character may exist.	CD-G1, CD-G2, CD-G3, CD-G6, CD-G7, CD-P2, CD-P3, CD-P4, CD-P5, CD-P6, CD-P7, CD-P8, CD-P10, CD-P11, CD-P12, CD-P15, CD-P16, CD-P17, CD-P18, CD-P19, CD-P24, CD-P26, CD-P28, CD-P29, CD-P30, CD-P31, CD-P32, CD-P34, GM-G1, GM-P1, GM-P2, C-P20, C-P23, C-P24	Less than Significant	None required
3.16-3	Development under the proposed General Plan has the potential to adversely affect visual resources in the short-term during periods of construction by blocking or disrupting views.	None	Less than Significant	None required
3.16-4	Development under the proposed General Plan has the potential to create new sources of light or glare which would adversely affect day or nighttime views in the area.	CD-P33	Less than Significant	None required

### FINDINGS REGARDING IMPACTS REDUCED TO A LESS THAN SIGNIFICANT LEVEL:

Based upon the FEIR and the entire record, the City Council finds that the mitigation measures and proposed General Plan policies identified above are feasible and are hereby incorporated into the proposed General Plan. These mitigation measures will reduce the impact to a less than significant level except as otherwise noted.

### FINDINGS REGARDING GROWTH-INDUCING IMPACTS:

The EIR must examine the potential growth-inducing impacts of the proposed General Plan. More specifically, CEQA Guidelines require that the EIR "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly" (CEQA Guidelines §15126.2(d)). This analysis must also consider the removal of obstacles to population growth, such as improvements in the regional transportation system.

### Projected Growth

Lodi currently contains 23,353 housing units. Approximately 3,700 housing units have recently been approved or are under construction. The proposed General Plan accommodates 10,100 new residential units. Together, this results in the potential for 37,200 housing units, an increase of 38% above existing and approved units. Approximately half of the housing units will be low-density housing (i.e. single-family), a quarter medium-density, and the remaining quarter high-density and mixed-use residential (containing a mix of density levels).



## **Population**

Lodi currently contains approximately 63,400 residents. The proposed General Plan could accommodate 26,400 additional residents. Accounting for the current population as well as new residents anticipated from recently approved projects (approximately 9,700 residents); full development of the General Plan could result in a total of 99,500 residents, representing an annual growth rate of 2%, consistent with Lodi's Growth Management Ordinance. Total residents under the proposed General Plan would exceed the San Joaquin Council of Governments (SJCOG) population projection of 81,717 in 2030 by 22%. (Notably, these SJCOG estimates are based on historical growth rates in Lodi and do not dictate how much growth could be accommodated.) The proposed General Plan accommodates 20% more residents than the No Project scenario, which allows for a population of 82,600 people. However, the population growth in the proposed General Plan is consistent with an annual growth rate of 2% as allowed in Lodi's Growth Management Ordinance.

## **Employment**

Lodi currently contains 24,700 jobs. Recently approved or completed development projects are expected to produce an additional 2,900 jobs. Total additional employment accommodated in the proposed General Plan by new commercial, office, industrial, and mixed-use land designations could allow for 23,400 new jobs in Lodi. In sum, Lodi could expect up to 51,000 jobs under the proposed General Plan, an increase of 85%. Total jobs under the proposed General Plan would exceed the SJCOG jobs projection of 33,686 in 2030 by 51%. Similarly, the proposed General Plan accommodates 56% more jobs than the No Project scenario, which includes 32,700 jobs. The increase in jobs under the proposed General Plan serves to improve the balance of jobs and housing.

## **Jobs/Housing Balance**

A city's jobs/employment ratio (jobs to employed residents) would be 1.0 if the number of jobs in the city equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting. More realistically, a balance means that in-commuting and out-commuting are matched, leading to efficient use of the transportation system, particularly during peak hours. The proposed General Plan projects a more balanced jobs/employed residents ratio when compared to existing conditions. In 2008, Lodi had a jobs/employed residents ratio of 0.8, meaning that the city did not have quite enough jobs for all the working people who lived there, even if the match between job skills required and job skills offered had been perfect. As of 2000, 54% of Lodi's employed residents commuted out of Lodi for work. The proposed General Plan designates land area for substantial employment growth, should market opportunities exist, as one attempt to reduce out-commuting and enable existing and future Lodi residents to work in Lodi. While the increase in new jobs exceeds the increase in new employed residents, the combined effect will result in a more balanced ratio of 1.0. This ratio suggests that the city would have about as many jobs as employed residents.

## **Increase in Regional Housing Demand**

As the employment base in Lodi increases, more people may be drawn to Lodi and surrounding areas, thereby increasing housing demand in both Lodi and other adjacent areas that are within commuting distance. Proposed new employment would primarily be located in the southeastern corner of Lodi, easily accessible from major transportation routes. Service to Lodi via Amtrak and regional bus service would also provide access to new jobs from other cities. In addition, the proposed General Plan has the potential to result in development of approximately 10,100 new housing units by the year 2030, which will help meet some of the increased housing need. Lodi's updated Housing Element, which addresses housing programs and how Lodi will accommodate its regional housing needs allocation, is part of the proposed General Plan.

## **Growth Management**

While the proposed General Plan allows growth beyond SJCOG's projections, the proposed General Plan represents an annual growth rate of 2%, which meets the maximum population permissible under the City's Growth Management Ordinance. The proposed General Plan also includes multiple growth management techniques including phasing, a community separator, and continuation of the Growth Management Ordinance. While policies to regulate the location, pace, and timing of growth are included, these will not restrict Lodi's ability to meet its housing need obligations or long-range growth projections by regional agencies. Key policies and strategies are described in Chapter 2: Project Description.

Because growth under the proposed General Plan is consistent with allowable growth under the Growth Management Ordinance, is managed through multiple strategies to maintain a compact form, and helps the City achieve a more balanced jobs/housing ratio, the proposed General Plan is not expected to significantly contribute, directly or indirectly, to regional, subregional, or citywide growth inducing impacts.

## **FINDINGS REGARDING SIGNIFICANT IRREVERSIBLE CHANGES:**

The EIR must also examine irreversible changes to the environment. More specifically, CEQA Guidelines require the EIR to consider whether "uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely" (CEQA Guidelines §15126.2(c)). "Nonrenewable resource" refers to the physical features of the natural environment, such as land, waterways, etc.

### **Air Quality**

Increases in vehicle trips and traffic resulting from implementation of the proposed General Plan would potentially contribute to long-term degradation of air quality and atmospheric conditions in the region, other parts of California, and the Western United States. However, technological improvements in automobiles, as well as commercial and industrial machinery, may lower the rate of air quality degradation in the coming decades.

### **Agricultural Land and Open Space**

Development under the proposed General Plan could result in the permanent conversion of just under 2,893 acres of prime farmland to urban uses. This conversion has a wide array of impacts, ranging from habitat modifications to visual disruptions to new noise sources and stormwater drainage constraints. Overall, this represents a significant and irreversible environmental change.

### **Energy Sources**

New development under the proposed General Plan would result in the commitment of existing and planned sources of energy, which would be necessary for the construction and daily use of new buildings and for transportation. Residential and non-residential development use electricity, natural gas, and petroleum products for power, lighting, heating, and other indoor and outdoor services, while cars use both oil and gas. Use of these types of energy for new development would result in the overall increased use of non-renewable energy resources. This represents an irreversible environmental change. However, energy-reduction efforts may lower the rate of increase.

### **Construction-Related impacts**

Irreversible environmental changes could also occur during the course of constructing development projects made possible by the proposed General Plan. New construction would result in the consumption of building materials, natural gas, electricity, water, and petroleum products. Construction equipment running on fossil fuels would be needed for excavation and the shipping of building materials. Due to the non-renewable or slowly renewable nature of these resources, this represents an irretrievable commitment of resources.

### **FINDINGS REGARDING CUMULATIVE IMPACTS:**

The proposed General Plan's cumulative impacts are discussed in the DEIR on pages 5-3, 5-4 and 5-5. CEQA requires that the EIR examine cumulative impacts. As discussed in CEQA Guidelines Section 15130(a)(1), a cumulative impact "consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts." The analysis of cumulative impacts need not provide the level of detail required of the analysis of impacts from the project itself, but shall "reflect the severity of the impacts and their likelihood of occurrence" (CEQA Guidelines §15130(b)).

In order to assess cumulative impacts, the EIR must analyze either a list of past, present, and probable future projects or a summary of projections contained in an adopted general plan or related planning document. It is important to note that the proposed General Plan is essentially a set of projects, representing the cumulative development scenario for the reasonably foreseeable future in the Lodi Planning Area. This future scenario incorporates the likely effects of surrounding regional growth.

By their nature, the air quality, transportation, noise, and greenhouse gas (GHG) emissions analyses presented in Chapter 3: Settings, Impacts, and Mitigation Measures represent a cumulative analysis of the Planning Area as a whole. As a result of adding the proposed General Plan to the regional land use and transportation baseline, the travel demand, level of service operations, and associated air quality and GHG emissions produced by the proposed project is the cumulative condition for CEQA purposes. Some cumulative impacts on transportation, air quality, and noise are found to be significant; in addition, the cumulative effects on GHG emissions are found to be cumulatively significant, and the project's contribution cumulatively considerable.

### **FINDINGS REGARDING ALTERNATIVES TO THE PROJECT:**

CEQA mandates consideration and analysis of a reasonable range of alternatives to the proposed General Plan. According to CEQA Guidelines, the range of alternatives "shall include those that could feasibly accomplish most of the basic purposes of the project and could avoid or substantially lessen one or more of the significant impacts" (CEQA Guidelines §15126.6(c)). The alternatives may result in new impacts that do not result from the proposed General Plan. Case law suggests that the discussion of alternatives need not be exhaustive and that alternatives be subject to a construction of reasonableness. The impacts of the alternatives may be discussed "in less detail than the significant effects of the project proposed" (CEQA Guidelines §15126.6(d)). Also, the Guidelines permit analysis of alternatives at a less detailed level for general plans and other program EIRs, compared to project EIRs. The Guidelines do not specify what would be an adequate level of detail. Quantified information on the alternatives is presented where available; however, in some cases only partial quantification can be provided because of data or analytical limitations.

## **No Project Alternative**

The No Project Alternative represents the continuation of land use development under the 1991 General Plan. In this scenario, new development results largely from the development of Planned Residential and Planned Residential Reserve areas, in the west and south, respectively. These areas are assumed to develop primarily for residential uses, at seven units per acre, and with a portion of land reserved for public uses, parks, and drainage basins. The No Project Alternative is illustrated in Figure 4.2-1.

The No Project Alternative could result in a total of 82,600 residents and 32,700 jobs, leading to a jobs/employed residents ratio of 0.8. This alternative produces the fewest number of housing units, new residents, and jobs compared with the other alternatives.

## **Alternative A**

Alternative A fills in growth up to the existing Sphere of Influence (SOI) boundary and extends the urban area south to Armstrong Road. The bulk of new growth would be contained in the mile-wide band between Harney Lane and Armstrong Road, including the Planned Residential Reserve designation between Hogan Lane and Armstrong Road. In the southeast (south of Kettleman Lane and east of SR-99), the alternative includes Business Park/Office uses, with commercial nodes around the Kettleman and Harney lane interchanges. Limited development is proposed through infill on vacant and underutilized sites in Downtown and along Cherokee Lane.

This alternative includes similar assumptions compared with the proposed General Plan in terms of the density, intensity, and land use categories. As a result, Alternative A could result in a total of 91,000 residents and 41,000 jobs, leading to a jobs/employed residents ratio of 0.9. These numbers represent lower development potential compared with the proposed General Plan and Alternative B, but higher than the No Project Alternative.

## **Alternative B**

In Alternative B, new development is concentrated on the west side of the city, beyond the existing SOI. New neighborhoods on the west side of the city would contain a diverse range of amenities and uses, including neighborhood services, parks and schools. These neighborhoods would be focused around walkable centers containing retail, office, and higher density residential uses. A network of streets connects residential areas to these centers and to the existing street grid where feasible. Commercial and business uses would be located in the southeast, but in a smaller area than in Alternative A. A smaller portion of land is designated for urban and Rural Residential use between Harney and Hogan Lanes. Finally, a small commercial node on Highway 12, adjacent to a site for a Lodi campus of San Joaquin Delta College, is also shown.

This alternative includes similar assumptions compared with the proposed General Plan in terms of the density, intensity, and land use categories. As a result, Alternative B could result in 104,400 residents and 47,000 jobs, leading to a jobs/employed residents ratio of 0.9. This alternative produces the largest increase population, but allows fewer jobs compared with the proposed General Plan.

**CEQA** Guidelines require the identification of an environmentally superior alternative among the alternatives analyzed in an EIR. Alternative A has been selected as the environmentally superior alternative.

Since the No Project Alternative results in the least amount of development, it results in the fewest environmental impacts and therefore would be the environmentally superior alternative. However, CEQA Guidelines stipulate that if the No Project Alternative is identified as the environmentally superior alternative, then another environmentally superior alternative must be identified, among the other alternatives and the project.

After the No Project, Alternative A has the least impact, relative to the proposed General Plan and Alternative B in the six environmental areas that have significant impacts: Traffic and Circulation, Agricultural Resources, Climate Change and Greenhouse Gases, Air Quality, and Noise. Alternative A has relatively more adverse impacts in the areas of Land Use and Housing and Parks and Recreation, when compared to the proposed General Plan and Alternative B. Particularly, in terms of Land Use, Alternative A does not allow sufficient growth to meet the city's future needs or the Growth Management Ordinance's allocation of 2% annual growth. This could also result in a cumulative regional impact as population and employment growth in the region may put additional pressure in the surrounding unincorporated areas or other parts of the region.

Alternative A and Alternative B meet many of plan objectives as described in Chapter 2: Project Description. However, the proposed General Plan achieves all these objectives to the highest extent, specifically exceeding the alternatives in the following three objectives:

- **Objective #1: Compact Urban Form.** The proposed General Plan ensures the most compact urban form, by prioritizing infill development downtown and along the city's major corridors during Phase 1.
- **Objective #7: Agricultural Preservation Along Southern Boundary.** The proposed General Plan and Alternative B also preserve an agricultural preservation buffer south of Hogan Lane (Alternative A and the No Project scenario both allow limited development through the Planned Residential Reserve designation).
- **Objective #11: Phasing Future Development.** The proposed General Plan segments development into three phases, providing a framework for how and where urban growth should proceed. Urban reserve areas ensure that the city conforms to its Growth Management Ordinance and grows at a reasonable rate.

Although Alternative A has been chosen as the environmentally superior alternative, it does not in all cases adequately meet the three objectives described above (out of the 11 defined in the Project Description). Most critically, regarding Objective #11, Alternative A puts more growth pressures on other cities in the region and unincorporated portions of San Joaquin County. Reviewing historic trends, between 2000 and 2007, Lodi's population grew at half the rate compared with the County as a whole. Accommodating growth in Lodi through contiguous responsible development relieves some of this pressure elsewhere in the region. Alternative B conforms to the City's Growth Management Ordinance, but does not provide environmental impact reduction benefits and does not achieve all of the plan objectives. The proposed General Plan achieves all plan objectives while establishing policies to reduce environmental impacts to the greatest extent possible.

## **FINDINGS REGARDING SIGNIFICANT AND UNAVOIDABLE IMPACTS:**

### **Transportation and Circulation**

The proposed General Plan would result in a substantial increase in vehicular traffic that would cause certain facilities to exceed LOS standards established by the City (for City facilities) and the County (for regional routes). Proposed General plan policies and improvements have been identified to minimize transportation impacts, but even with these measures, the impact is considered significant and unavoidable. Proposed General Plan policies, intended to improve neighborhood character and the pedestrian environment, could adversely affect access for emergency vehicles in Lodi. Planned improvements that would help mitigate this impact include roadway extensions, roadway widenings, and the construction of a new arterial, all of which would serve to enhance connectivity and local neighborhood circulation. Still, implementation of the proposed General Plan and increases in regional travel passing through Lodi would increase the amount of vehicular traffic in and around Lodi, and would therefore increase the number of potential emergency access conflicts, resulting in a significant and unavoidable impact.

The substantial increases in vehicle trips and vehicle miles of travel resulting from the proposed General Plan could create conflicts with the goals and objectives of established alternative transportation plans. Increased traffic volumes may make it more difficult and time-consuming for pedestrians to cross some streets. Higher traffic volumes on some facilities could discourage bicycle travel, especially among non-expert bicycle users. Additionally, increased delay on some of Lodi's roadway facilities could increase travel times for the various bus services that serve the city and provide access to regional travel services like Amtrak and ACE.

### **Agricultural Resources**

While one quarter of the gross proposed General Plan potential development area is infill and will not reduce the amount of farmland, some conversion of agricultural land to urban use is inevitable given Lodi's growth needs. If the proposed General Plan were developed to maximum capacity, 2,893 acres of land classified as Prime Farmland would be replaced by urban development (including parks and open spaces). This area represents 69% of the new urban area delineated in the General Plan Land Use Diagram. The most prevalent crop types that would be displaced if the proposed General Plan developed to its fullest potential are vineyards (1,676 acres), deciduous fruits and nuts (516 acres), and field crops (322 acres). Although there are policies in the proposed General Plan to reduce this impact, the potential conversion of agricultural land—which will affect some agricultural activities and prime agricultural soils—is significant and unavoidable.

### **Climate Change and Greenhouse Gases**

Under the proposed General Plan, future emissions are estimated to increase to 419,221 MTCO<sub>2</sub>e in 2030 with State mandates, an increase of approximately 32% over the existing condition. This increase in emissions under the proposed General Plan is largely a result of job growth. This estimate, however, does not account for policies in the proposed General Plan that would contribute to lowering emissions, but that are difficult to quantify. Given the current uncertainty in quantifying the impacts of the measures, it is not possible to determine in this analysis if the proposed policies would reduce emissions sufficiently. Therefore, the proposed General Plan would result in a considerable contribution to the significant cumulative impact.

## **Air Quality**

The proposed General Plan would result in an increase in criteria pollutant emissions primarily due to related motor vehicle trips. Stationary sources and area sources would result in lesser quantities of criteria pollutant emissions. Stationary sources and diesel-fueled mobile sources would also generate emissions of TACs including diesel particulate matter that could pose a health risk. Future growth in accordance with the proposed General Plan would exceed the annual San Joaquin Air Pollution Control District (SJVAPCD) thresholds for PM10, as well as the threshold used for this analysis for PM2.5, and would therefore result in a cumulatively considerable net increase of criteria pollutants.

## **Noise**

Implementation of the proposed General Plan will result in higher traffic volumes, more industrial and commercial noise sources, and a larger population, all of which will contribute to the noise environment in Lodi. Future noise impacts related to traffic, railroads, and stationary sources would remain significant and unavoidable, given the uncertainty as to whether future noise impacts could be adequately mitigated for all the individual projects that will be implemented as part of the proposed General Plan.

## **STATEMENT OF OVERRIDING CONSIDERATIONS:**

CEQA requires a public agency to balance the benefits of a proposed project against its unavoidable environmental risks in determining whether to approve the project. CEQA requires the City Council to state in writing specific reasons for approving a project in a "statement of overriding considerations" if the EIR identifies significant impacts of the project that cannot feasibly be mitigated to below a level of significance. Pursuant to California Public Resources Code Section 21081 and CEQA Guidelines Section 15093, the City Council adopts and makes the following Statement of Overriding Considerations regarding the remaining significant and unavoidable impacts of the proposed General Plan, as discussed above, and the anticipated benefits of the proposed General Plan.

The City finds and determines that the majority of the potentially significant impacts of the proposed General Plan will be reduced to less-than-significant levels by the mitigation measures recommended in the document. However, as set forth above, the City's approval of the proposed General Plan will result in project and cumulative significant adverse environmental impacts related to Transportation, Agricultural Resources, Climate Change and Greenhouse Gases, Air Quality and Noise that cannot be avoided even with the incorporation of all feasible mitigation measures into the proposed General Plan, and there are no feasible Project alternatives which would mitigate or avoid the significant environmental impacts.

The proposed General Plan has unavoidable and significant adverse impacts as referenced previously, however the benefits of the project outweigh the significant adverse impacts. The implementation of the proposed General Plan will mitigate to the greatest extent feasible impacts created. Every viable General Plan alternative, as well as the "no project" alternative, would have a significant and unavoidable environmental impact. There are no feasible mitigation measures have been identified that would reduce the impacts to a level that is less than significant. Mitigations, changes or alterations have been required in, or incorporated into, the proposed General Plan which avoids or substantially lessens the significant environmental effects identified in the FEIR.

In light of the environmental, social, economic, and other considerations set forth below related to this proposed General Plan, the City chooses to approve the proposed General Plan, because in its view, the economic, social, and other benefits resulting from the proposed General Plan will render the significant effects acceptable.

The following statement identifies the reasons why, in the City's judgment, the benefits of the proposed General Plan outweigh the significant and unavoidable effects. The substantial evidence supporting the enumerated benefits of the proposed General Plan can be found in the Findings, which are herein incorporated by reference, in the proposed General Plan itself, and in the record of proceedings. Each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the proposed General Plan outweigh its significant adverse environmental effects and is an overriding consideration warranting approval.

1. The proposed General Plan allows the City to plan for growth in an orderly manner to meet future land needs based on projected population and job growth.
2. The proposed General Plan allows the City to meet the City's job/housing balance objective, the need for additional housing in the community, and State Law requirements.
3. The proposed General Plan promotes economic development of the community, maintains and improves the quality of life in the community, preserves and enhances environmental resources, and conserves the natural and built environment.
4. The proposed General Plan integrates economic development into the General Plan and underscores the City's goals for fiscal health, a strong regional center, a vibrant Downtown, and retail strength.
5. The proposed General Plan protects and enhances community assets, including quiet communities with distinctive character, a strong sense of community, a diverse population, high quality building design, convenient shopping, post-secondary educational opportunities, broad choice in employment and entertainment, a family atmosphere with excellent recreational activities, and job opportunities close to where people live.
6. The proposed General Plan provides for the positive direction for the future physical development of the City, such as supporting mixed use development, transit supportive land uses and economic revitalization of underutilized sites to create more economic vitality in these commercial corridors.
7. The proposed General Plan enhances an efficient multi-modal transportation system and promotes a well-integrated and coordinated transit network and safe and convenient pedestrian and bicycle circulation.
8. The proposed General Plan serves a critical need to allow the City to plan for the equitable distribution of community facilities and services to meet the needs of all segments of the population and provide services for special needs that increase and enhance the community's quality of life while avoiding over-concentration in any one area.



NOW, THEREFORE, BE IT DETERMINED AND RESOLVED that the Lodi City Council hereby adopts the findings, statements of overriding considerations, and other determinations set forth in this Resolution and based thereon certifies the Final Environmental Impact Report (State Clearinghouse No. 2009022075) and the proposed General Plan, published on April 1, 2010, as the City's General Plan.

Dated: April 7, 2010

=====

I hereby certify that Resolution No. 2010-41 was passed and adopted by the City Council of the City of Lodi in a regular meeting held April 7, 2010 by the following vote:

AYES: COUNCIL MEMBERS – Hansen, Hitchcock, Johnson, and  
Mayor Katzakian

NOES: COUNCIL MEMBERS – None

ABSENT: COUNCIL MEMBERS – Mounce

ABSTAIN: COUNCIL MEMBERS – None



RANDI JOHL  
City Clerk

# City of Lodi General Plan



City Council  
April 7, 2010

# Presentation Outline

1. Purpose
2. Planning Process
3. Public Participation
4. Contents
5. Changes Since August 2009 Draft

# Purpose

- Vision for long-term physical and economic development
- Strategies and implementation policies to achieve vision
- Basis for judging whether specific development proposals meet the Plan vision and policies

# Planning Process

- City Council initiated the comprehensive update to the City's General Plan in May 2006
- Reports prepared on all aspects of technical analysis and public outreach



# Public Participation

- Citywide newsletter and mail-in survey (English & Spanish)
- Stakeholder interviews
- Community workshop on General Plan vision
- Open House and 20+ community group meetings on Alternatives
- Check-in meetings and hearings with Planning Commission and City Council
- Project website

# Contents

1. Introduction
2. Land Use
3. Growth Management & Infrastructure
4. Community Design & Livability
5. Transportation
6. Parks, Recreation, and Open Space
7. Conservation
8. Safety
9. Noise

*Appendix: A-Implementation, B-Special-Species, C-Cleanup Sites*

*Housing Element: Separate Document*

# 1: Introduction

1. Compact Urban Form
2. Mokelumne River as the City's Northern Edge
3. Enhanced Mixed-Use Centers and Corridors
4. Walkable, Livable Neighborhoods
5. Street Connectivity and Urban Design
6. Preservation of Existing Neighborhoods





# 1: Introduction

7. Agricultural Preservation Along Southern Boundary
8. Employment-Focused Development in the Southeast
9. Enhanced Bicycle and Pedestrian Connections
10. Recreation Path along Irrigation Canal Right-of-Way
11. Phasing Future Development



## 2: Land Use

- Current Land Use Pattern
- Land Use Framework
- Development Potential
- Economic Development







# 3: Growth Management & Infrastructure

- Background
- Growth Strategy
- Infrastructure
- Infrastructure Phasing
- Public Facilities



# 4: Community Design & Livability

- Community Design & Livability Framework
- City Form & Identity
- Downtown
- Neighborhood, Corridors, & Mixed Use Centers
- Streets, Connectivity, & Accessibility
- Site Planning & Green Building



# 5: Transportation

- Travel Trends
- Circulation System





## 6: Parks, Recreation, and Open Space

- Existing Parks, Recreation, and Open Space
- Planned Improvements



# 7: Conservation

- Agricultural and Soil Resources
- Biological Resources
- Cultural Resources
- Historic Resources
- Hydrology and Water Quality
- Energy and Climate Change
- Air Quality





## 8: Safety

- Flooding and Drainage
- Potentially Hazardous Materials & Operations
- Seismic & Geologic Hazards
- Fire Hazards
- Emergency Management



# 9: Noise

- Measurement and Reporting
- Existing Sources and Levels
- Projected Sources and Levels
- Exposure Standards



# Appendix A: Implementation

- Responsibilities
- The Plan and Regulatory System
- Policies and Implementation Program
- Financing Strategies

**TABLE A-1: IMPLEMENTATION MATRIX**

			IMPLEMENTATION SCHEDULE			
POLICY #	POLICY	RESPONSIBILITY	ONGOING	0-5 YRS	6-10 YRS	11-20 YRS
Chapter 2: Land Use						
LU-P1	Update the City’s Zoning Ordinance and Subdivision Regulations contained in the Municipal Code for consistency with the General Plan, including the General Plan Diagram.  Zoning changes that will need to be made include: <ul style="list-style-type: none"><li>• Establishment of new base districts, consistent with the land use classifications in the General Plan, such as for mixed-use centers, corridors and downtown; and</li><li>• New development regulations that reflect policy direction contained throughout the General Plan (e.g. parking standards).</li></ul>	PL, PC, CC		✓		
LU-P2	Require sites designated for mixed-use development downtown, corridors, and in new neighborhood centers to be developed with a variety of residential and non-residential uses, in accordance with the General Plan designation.	PL, PC	✓			
LU-P3	Do not allow development at less than the minimum density prescribed by each residential land use category, without rebalancing the overall plan to comply with the “no net loss provisions of state housing law.”	PL, PC	✓			

# Other Appendices

- B: Special-Status Species
- C: Clean-up Sites Status

# Changes Since August 2009 Draft

- Environmental Impact Report Findings
- Comments on the Environmental Impact Report
- Planning Commission Meeting: 12/9/2009
- City Council Meeting: 2/17/2010
- Staff Recommendations

# City of Lodi General Plan



City Council  
April 7, 2010



# SAN JOAQUIN FARM BUREAU FEDERATION

MEETING TODAY'S CHALLENGES / PLANNING FOR TOMORROW

**RECEIVED**

APR 07 2010

COMMUNITY DEVELOPMENT DEPT  
CITY OF LODI

March 25, 2010

Konradt Bartlam  
City of Lodi  
Planning Division  
221 West Pine Street  
Lodi, CA 95241

Dear Mr. Bartlam:

**RE: City of Lodi General Plan Update**

The San Joaquin Farm Bureau Federation ("Farm Bureau") is a non-governmental, non-profit, voluntary membership organization whose purpose is to protect and promote agricultural interests throughout San Joaquin County and to find solutions to the problems of the farm, the farm home and the rural community. Farm Bureau is San Joaquin County's largest farm organization, currently representing over 4,100 farm families and individual members. Farm Bureau strives to protect and improve the ability of farmers and ranchers engaged in production agriculture to provide a reliable supply of food and fiber through responsible stewardship of San Joaquin County's resources. While we understand the City of Lodi's ("City") General Plan has not yet been adopted we would like to weigh in on the choices and recommendations facing the Council for their approval in April.

**The final general plan report indicates the City of Lodi identifies "Alternative B" as the preferred alternative.**

The Alternative B concept does away with an existing designation of Urban Reserve (UR) in the Armstrong Road Area, which in prior years, was negotiated with landowners in that vicinity to financially partner with the City to make urban infrastructure systems available. We would strongly caution against the change of the UR designation in the area of Armstrong Road to an "Agricultural/Cluster Study Area" (NC) zoning classification for the following reasons:

1. A replacement of the UR to the A/C zoning would leave unnecessary infrastructure available to the A/C area, and may still result in development. For this reason, we believe it is unreasonable to transfer concentrations of planned urban development to the west of the city in existing prime agricultural zones that currently do not have planned development

infrastructure service agreements with the City, if it is not a certainty that development will not occur in the A/C zoning.

2. We are concerned with the terminology of a “Study Area”, and question what purpose and restrictions do a “Study Area” create? Landowners should not be subjected to being locked into a “study” designation that would restrict, or call into question their property rights in any area. All landowners should be allowed to participate in the decisions that affect their property rights. Should the city choose to expand to the west, what assurances will be provided to those landowners that the city will not then choose to expand the A/C “Study Area” designation to their western area and zoning? Alternatively, if the “Study Area” yields negative results, what certainty and recourse do existing landowners in the Armstrong Road area have to keep their property rights and values from remaining moving targets? Additionally, what process will the City undertake to mitigate for any resulting decrease in landowner’s property values due to this change in designation? We strongly urge that the City ensure that all landowners be compensated fairly.
3. What procedures and metrics will be used to evaluate the proposed A/C “Study Area”? How will landowners be involved in that process? What type of metrics will be viewed as positive and negative impacts in this “Study Area”? Who will pay for the implied “study”?

**General Plan Alternative B would create Leapfrog development.**

The Farm Bureau has serious concerns over the proposed San Joaquin Delta Junior College zoning located to the east of the City’s boundaries. Farm Bureau can only support contiguous patterns of urban development, and highly suggests infill projects as a first method of development. This proposed zoning would not only create leapfrog development, but would propose the creation of residential units that would undoubtedly result in a noncontiguous development plan. Furthermore, Farm Bureau does not support any urban development that does not properly address water supply availability, wastewater disposal, and increased degradation of air quality. A general plan adoption should be required to address these three areas of concern adequately.

As this proposal stands, Farm Bureau cannot support agricultural lands being designated as open space, or greenbelts for the City’s beneficial planning purposes.

Farm Bureau believes the City cannot approve a general plan that includes the A/C Study Area without first completing a thorough review of San Joaquin County’s requirements in section 9-806.2 of the Development Title to investigate the proposed creation of the Armstrong Road Agricultural/Cluster Zoning Classification, thereby further requiring the fulfillment of an environmental impact review (EIR) to the satisfaction of San Joaquin County.

We remain concerned that the aforementioned proposals would restrict individual property rights, diminish the ability and right to farm in these areas, as well as fails to seek proper partnership with other local agencies, including San Joaquin County. The ongoing County General Plan process



should also reflect elements of the proposed changes and we would encourage the City to participate in this process.

We would also suggest that the proposed development and rezoned area designations from Agriculture to other uses be subject to the County's Agricultural Mitigation program.

Should you have any questions regarding this letter please contact Farm Bureau staff Katie Patterson at (209) 931-4931.

Sincerely,

A handwritten signature in black ink, appearing to read "Phil Brumley". The signature is fluid and cursive, with the first name "Phil" and last name "Brumley" clearly distinguishable.

Phil Brumley  
President



***Please immediately confirm receipt  
of this fax by calling 333-6702***

CITY OF LODI  
P. O. BOX 3006  
LODI, CALIFORNIA 95241-1910

**ADVERTISING INSTRUCTIONS**

**SUBJECT: PUBLIC HEARING TO CONSIDER ADOPTION OF THE LODI GENERAL PLAN**

**PUBLISH DATE: SATURDAY, MARCH 20, 2010**


**LEGAL AD**

**TEAR SHEETS WANTED: One (1) please**

**SEND AFFIDAVIT AND BILL TO:** RANDI JOHL, CITY CLERK  
City of Lodi  
P.O. Box 3006  
Lodi, CA 95241-1910

**DATED: THURSDAY, MARCH 18, 2010**

**ORDERED BY: RANDI JOHL  
CITY CLERK**

  
JENNIFER M. ROBISON, CMC  
ASSISTANT CITY CLERK

\_\_\_\_\_  
MARIA BECERRA  
ADMINISTRATIVE CLERK

**Verify Appearance of this Legal in the Newspaper – Copy to File**

LNS	Faxed to the Sentinel at 369-1084 at _____ (time) on _____ (date) _____ (pages)
	Phoned to confirm receipt of all pages at _____ (time) JMR _____ CF _____ MB (initials)



## **DECLARATION OF POSTING**

### **PUBLIC HEARING TO CONSIDER ADOPTION OF THE LODI GENERAL PLAN**

On Friday, March 19, 2010, in the City of Lodi, San Joaquin County, California, a Notice of Public Hearing to consider adoption of the Lodi General Plan (attached and marked as Exhibit A) was posted at the following locations:


Lodi Public Library  
Lodi City Clerk's Office  
Lodi City Hall Lobby  
Lodi Carnegie Forum

I declare under penalty of perjury that the foregoing is true and correct.

Executed on March 19, 2010, at Lodi, California.

ORDERED BY:

**RANDI JOHL**  
**CITY CLERK**

  
JENNIFER M. ROBISON, CMC  
ASSISTANT CITY CLERK

\_\_\_\_\_  
MARIA BECERRA  
ADMINISTRATIVE CLERK



## **DECLARATION OF MAILING**

### **PUBLIC HEARING TO CONSIDER ADOPTION OF THE LODI GENERAL PLAN**

On March 19, 2010, in the City of Lodi, San Joaquin County, California, I deposited in the United States mail, envelopes with first-class postage prepaid thereon, containing a Notice of Public Hearing to consider adoption of the Lodi General Plan, attached hereto Marked Exhibit A. The mailing list for said matter is attached hereto, marked Exhibit B.

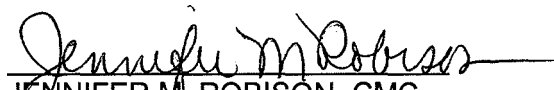
There is a regular daily communication by mail between the City of Lodi, California, and the places to which said envelopes were addressed.

I declare under penalty of perjury that the foregoing is true and correct.

Executed on March 19, 2010, at Lodi, California.

ORDERED BY:

**RANDI JOHL**  
**CITY CLERK, CITY OF LODI**

  
JENNIFER M. ROBISON, CMC  
ASSISTANT CITY CLERK

\_\_\_\_\_  
MARIA BECERRA  
ADMINISTRATIVE CLERK



# CITY OF LODI

Carnegie Forum  
305 West Pine Street, Lodi

## NOTICE OF PUBLIC HEARING

Date: April 7, 2010

Time: 7:00 p.m.

For information regarding this notice please contact:

**Randi Johl**

**City Clerk**

**Telephone: (209) 333-6702**

**EXHIBIT A**

### NOTICE OF PUBLIC HEARING

**NOTICE IS HEREBY GIVEN** that on **Wednesday, April 7, 2010**, at the hour of 7:00 p.m., or as soon thereafter as the matter may be heard, the City Council will conduct a public hearing at the Carnegie Forum, 305 West Pine Street, Lodi, to consider the following item:

**a) Adoption of the Lodi General Plan.**

Information regarding this item may be obtained in the Community Development Department, 221 West Pine Street, Lodi, (209) 333-6711. All interested persons are invited to present their views and comments on this matter. Written statements may be filed with the City Clerk, City Hall, 221 West Pine Street, 2<sup>nd</sup> Floor, Lodi, 95240, at any time prior to the hearing scheduled herein, and oral statements may be made at said hearing.

If you challenge the subject matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice or in written correspondence delivered to the City Clerk, 221 West Pine Street, at or prior to the close of the public hearing.

By Order of the Lodi City Council:

Randi Johl  
City Clerk

**Dated: March 17, 2010**

Approved as to form:

D. Stephen Schwabauer  
City Attorney

	<b>Company</b>	<b>FirstName</b>	<b>LastName</b>	<b>Address1</b>	<b>City</b>	<b>State</b>	<b>Postal Code</b>
1.	J. Manassero			2171 E. Armstrong Rd.	Lodi	CA	95242
2.		Denis	Silber	1050 Port Chelsea Cr.	Lodi	CA	95240
3.	Calif. Valley Miwok Tribe	Silvia	Burley, Chairperson	10601 Escondido Place	Stockton	CA	95212
4.	Ione Band of Miwok Indians	Matthew	Franklin, Chairperson	P.O. Box 1190	Ione	CA	95640
5.	North Valley Yokuts Tribe	Katherine Erolinda	Perez	P.O. Box 717	Linden	CA	95236
6.	Southern Sierra Miwuk Nation	Anthony	Brochini, Chairperson	P.O. Box 1200	Mariposa	CA	95338
7.	Wilton Rancheria	Mary	Daniels-Tarango, Chairperson	7916 Farnell Way	Sacramento	CA	95823
8.	Brookfield Homes	Douglas	Brewer	500 La Gonda Way, Suite 100	Danville	CA	94526

## Kari Chadwick - Sent e-Notification

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## Kari Chadwick - sent e-Notification

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## **Kari Chadwick - Sent e-Notification**

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# Kari Chadwick - sent e-Notification

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## **Kari Chadwick - Sent e-Notification**

---

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